

BRADY'S  
GLIMPSES OF TEXAS.  
WITH MAPS.

Graff

*W. M. Titus.*

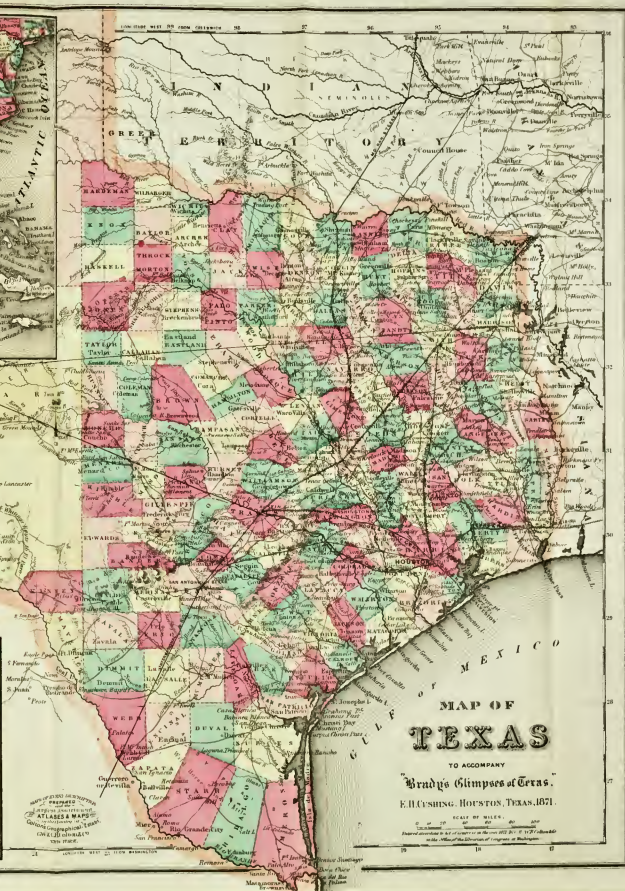
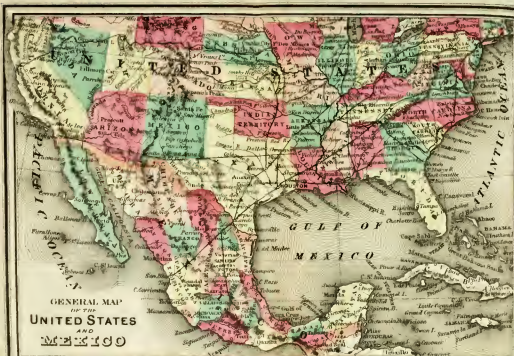
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vol. 1  
H. T. Lee.





## TO THE READER.

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The constant demand for information relative to the soil, climate, products, price of lands, &c., in Texas, has prompted the preparation of this book. Especially have these inquiries been directed to the condition of things near Houston, the great Railroad Centre. This book is designed as a convenient means of answering such inquiries.

Care and attention have been devoted to its subject matter and arrangement, and we are indebted to several friends in Houston for assistance in the preparation of the material. We have aimed at facts, and not at fancy, and labored to produce a book that will not be without interest to the people of our State, while it will furnish in a condensed form information of a desirable character to such as may contemplate making their future home in Texas.

WM. BRADY.

HOUSTON, Texas, March, 1871.

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# GLIMPSES OF TEXAS.

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## I.

### *TEXAS INVITES IMMIGRATION.*

Texas extends from the 26th to the 36th parallel of north latitude, and lies between the 16th and 30th meridians of longitude west from Washington. It embraces an expanse of country that reaches within one-half degree as far south as the most southerly limit of Florida, while its northern boundary is on the same parallel as the northern boundary of Tennessee. A section of country so located, must necessarily comprise within its limits every desirable variety of soil and climate. The substantial cereals of the northerly sections of the United States ; the best fruits and products of the Middle States, and many of the fruits of the tropics, flourish in Texas. In point of climate, the thermometer never ranges as high as in the latitudes north of us. For the past twenty years the thermometer at Houston has never shown a temperature above 95° F., whilst at but one time, in the coldest weather, has it reached as low as 10°, and rarely indeed does it go below 20°. Never has there been a case of sunstroke in this city, and but one is now remembered in Galveston. The average of the "heated term," one year with another, for the 24 hours, is about 84°.

The climate and seasons are eminently conducive to the production of sugar, corn, cotton, tobacco, wheat, oats, rye, millet, all the vegetables of the garden, Irish potatoes, sweet potatoes, apples, peaches, pears, grapes, plums, etc.

The soil varies in fertility according to location. While the greater portion of the country is prairie, either level or rolling, and its soil is as productive as any land of that character, and far more productive than any unmanured land in New England, New York, the British Islands, and the Continent of Europe, there are considerable portions of the country bordering on the rivers, of the most inexhaustible fertility. This soil is alluvium, resting upon a stratum of marland clay. The soil itself is oftentimes from ten to twenty feet in thickness, and a crop of corn year after year for thirty years, upon the same ground, has failed to weaken its resources. Fertilizers are unknown. Even the open prairie, of which millions of acres, now unfenced, can be had at fifty cents per acre, has capacities of production fully equal to the maintenance of a dense population.

In the wheat region the average production of wheat has been 15 to 20 bushels to the acre. This wheat region is of very broad extent; but a small portion has yet been cultivated. It embraces an expanse of country equal to 60,000 square miles, of which doubtless four-fifths is arable land. This 60,000 square miles is capable itself of supporting a population of five millions.

The wheat in all this region ripens in May, and can be harvested and sent to New York before the wheat crop of that State begins to grow in the Spring.

The cotton region is co-extensive with the wheat region, and embraces, besides, near 30,000 square miles of territory not adapted to the production of wheat. The cotton crop, raised by the owner of the soil, and with his own labor, is as profitable as any crop in the country. Twelve bales have been raised to the hand; ten bales is not unusual, and eight may be considered a fair average, besides corn and other crops. Cotton is worth sixty dollars a bale this year, and that is considerably less than last year. With improved machinery, which may certainly now be looked for, it will not be out of place to consider the possibilities of production as far above what has yet been experienced.

The crop of the State in 1869 was about 450,000 bales. For 1870 it is about half a million. The population of the State is about one million. The export value of the cotton crop alone is over thirty-five dollars for every inhabitant ; and when to this is added sugar, beef, hides, wool, etc., it will amount to near fifty dollars to the inhabitant. What other State, North or South, East or West, can make such a showing for its agriculture ?

What shall we say of the gardens ? Tomatoes, seven months in the year in the open air ; beets the year round ; beans nine months ; new potatoes in May, June, July, November and December ; and strawberries at least during one half the year.

These are but a few of the inducements Texas offers to the immigrant. We do not mention stock raising, by which such vast fortunes have been made ; nor wool, which can be produced at a cost of only seven cents per pound ; nor wine from native grapes, of which millions of barrels now mature and decay untouched each year. To recite the list of productions open to the enterprising agriculturist, would require far too much space. Special mention will be made of staple productions further along.

Notwithstanding the immense influx of people from the older States, for the past two years, lands are still abundant in the market, and obtainable at lower rates than in any other State in the Union. So wide an area will be long in filling up, and not until our census shows several millions of people, may we look to see choice lands difficult to obtain.

Texas invites the honest yeomanry of the seaboard States, as well as of the North and West, to come and occupy her soil. We need men who, having been good citizens all their lives, will be good citizens here. We need men accustomed to obey the laws. We need the muscle and skill of the Eastern and Northern farmer, accustomed to dig his living out of an unwilling soil, to bring our rich lands to their capacity. Texas willingly and readily offers a home



and encouragement to the emigrant from Europe, desirous of engaging in either agricultural or mechanical pursuits. We offer a home and field for enterprise to the Southern farmer, far surpassing anything to be found east of the Mississippi. To all good men, of whatever religion or politics or nationality, a hearty welcome is extended.

Our population in 1850 was upwards of 200,000, in 1860 it exceeded 600,000, and the census of 1870 should show, notwithstanding the ravages of the war, a population of at least one million souls. The returns of the population of Texas are not in our possession, but we feel sure that we do not over-estimate our inhabitants, and can only wish that our people could be accurately enumerated, which, considering the sparseness of our population, and the inaccessibility of some of the remote portions of our State, is at present a difficult matter.

In 1850 there were thirty States in the American Union, and Texas ranked the 26th in population, there being only four States less populous. In 1860 there were 32 States in the Union, and Texas had advanced to the 20th position, leaving twelve less populous. In 1870 there were 37 States in the Union. At the time that we write this, the census returns have not been published, but we doubt not that they will show that Texas ranks as the 12th or 13th State of the Union, leaving more than a score of States outstripped by her in the race of progress.

By 1880, if her present rate of gain is continued—she is increasing now much more rapidly than ever—she will out-rank them all, except New York, Pennsylvania, Ohio and Illinois. She will stand the Fifth most powerful State in the American Union. By 1890 she will doubtless be the most populous of the United States.

Her voice will be potential in making Presidents and Cabinets, and shaping measures for the government of the whole country.

Politically she is now inconsiderable, as she counts only six in the national councils; but how rapidly the day advances when she will be the most courted and flattered of all the States!

She extends a hearty welcome to good people everywhere to come and be sharers in her great destiny.

If you desire to engage in the cultivation of the soil, she offers you millions of acres of inexhaustible fertility, and a climate so genial that farming operations may be conducted through every day of the year. The products of her soil are the united staples of all the other States of the Union. Cotton, corn, sugar, wheat, rice, tobacco, all flourish on her broad bosom.

Let the farmer choose his favorite crop. She is ready to yield him abundant return if he does half his duty to her fertile soil.

If you wish to raise stock, she offers you boundless natural pastures, covered all the year with the richest grasses, upon which your horses, cattle and sheep may roam and grow fat at will, giving you no trouble but to herd them occasionally, and put upon them the mark of your ownership.

If you wish to engage in commerce, there is, perhaps, no country that offers you a more inviting field.

If you wish to engage in manufactures, she offers you an Empire eager to buy the products of your skill and industry.

Such is the land; the land of plenty, and the land of promise; the land of breadstuffs, and the land of provisions; the land of forest, and the land of prairie; the land of fruits, and the land of flowers; that offers a home that will be, in name and in fact, a sanctuary to all who accept it, and that extends a cordial invitation and an earnest greeting to all who wish to link their fate with hers.

We cannot better conclude our representations of the desirability of Texas for emigrants, than with an extract

from the report of a lecture delivered in the City of Houston, February 16th, 1871, by the Reverend Father NUGENT, of Liverpool, who had visited this continent with a view to promoting emigration of the better class of mechanics and farm laborers from England. The Reverend Father had traveled through Canada and some of the Western States before his attention was attracted to Texas. He made an extended tour through our State, and at Austin addressed our Legislature on Emigration, and the subjects connected therewith, and was listened to with marked attention. In his Houston lecture, grouping together the subjects of Emigration from Europe, and the inviting features of Texas, the Reverend gentleman said :

“In Liverpool he was connected with several charitable institutions where homeless children were educated. They were taught not only to read, but to work, and they left the school fitted for whatever positions they had been destined for. The boys were all taught trades, while the girls were taught to wash, sew and do general housework, and were all trained servants. There was a superabundance of labor in England, and it was necessary to find employment for it abroad, and to perfect this object he was now in Texas making himself acquainted with the character of the country and the description of laborers and servants most desirable, in order that, on his return, he might assist those who would like to find a home in this part of the world.

He found that all the larger cities of Canada and many of the Northern States, had organized Emigration Societies, and through them information had been disseminated throughout all Europe, letting the people of the old world know the advantages of the new, the best way of getting there and the location of cheap lands after their arrival. The agents of these societies were not permitted to have any connection with land schemes, nor were they allowed to derive any benefit from the emigration they managed. By the means they afforded, thousands had been induced to settle in the locations he had named.

He had been induced to attend the great Emigration Convention at Indianapolis, but when he went there had no intention of visiting Texas. In fact, he knew nothing of Texas, and found it very difficult to obtain information. What little he could learn was not favorable. He had searched

the book stalls for some work on Texas, but found none till his arrival in New Orleans, and his success then was confined to a Texas Almanac of 1869, and that was without the map. The people at the North told him the South was no place for emigrants, and that Texas, of all places, was to be avoided. It was represented as but a rebellious fragment of the United States, infested by all manner of noxious animals and poisonous insects, open to the incursion of Indians, whose depredations were of daily occurrence, and where the six-shooter and the bowie knife were the only laws—that these were judge, jury and executioners.

In England he had received a copy of a book professing to give information of the different States of America, but twenty lines was all the space devoted to Texas.

Canada, Nebraska, Iowa, and other States and provinces had circulated thousands of books, and posters throughout Europe—but the great State of Texas was entirely unknown, or known only as he had described. It was needless to say that he found the people of the South, and of Texas especially, had been misrepresented, and for that reason steps should be taken to circulate the truth amongst the nations of Europe, that a share of the emigration from the States of the old world might find its way here.

He found here one of the richest and most productive countries on the globe. The fertility of the soil and advantages of the climate were unequalled, and it only required a sufficiency of skilled labor to make Texas one of the most desirable as well as the wealthiest country of the world. Millions of acres of land of unsurpassed fertility remained unproductive for want of hands to till them, while in the countries of the old world there were millions of men, women and children who were living miserably for want of something to do. It was necessary that some plan should be devised by which this unemployed labor should be transplanted to this young and thriving country. Schemes of this character would be even more beneficial to their promoters than to those who availed themselves of the facilities offered for reaching these shores.

The best capital that could be brought here would be strong arms and hands educated to the sort of labor required. To develop the latent resources of the country and make the now idle lands a source of revenue, it was necessary to introduce men and women to cultivate them. Reliable laborers were wanted—not men or women who would engage to do a thing one day and run away the next. Generations would pass away before a surplus of labor could be feared in

this country, and it was a well known fact that the more labor the more money, and the more money the more trade.

It was only necessary, in order to obtain the desired labor, to take the proper course. Englishmen had been taught to believe that white labor could not produce cotton. Hence the conclusion, that as white men could not, and the negroes would not raise cotton, it was necessary to look to India and Egypt for supplies for the mills of Europe. He had seen enough of Texas to convince him that the same amount of white labor would produce double the quantity of cotton as black, and the same was true of cereals of all kinds. In fact, so marked was the contrast that he could, in passing along, distinguish plantations that were worked by the white people.

White skilled labor of every kind was desirable; what was most wanted in the South was domestic servants—girls who had been trained to habits of neatness and cleanliness, and who could be intrusted with the management of a household. There was an abundance of every article of food, but servants who had been taught how to prepare it, were scarce. Every family felt this want. Children were growing up who were dear to the hearts of their parents, and nurses and nurse girls were wanted who knew and felt their responsibility, and in whose virtue and honesty a perfect confidence could be felt. There was one country in the integrity of whose daughters there was never a doubt. Old Ireland—the universe might be searched over and their equals not found. The sun in its course visited no brighter spot, and the honor of her sons and the virtue of her daughters were the pride and boast of that glorious old island.

He had heard it urged that European labor was unreliable. The men who were brought over here, if industrious and economical, soon purchased places for themselves, and the girls, if tidy and good looking, were speedily married—small blame to them for doing that same. But even if these objections were well founded, the State would still be largely the gainer. In this instance at least, the individual loss would be the public gain, for each emigrant of sixteen years of age or over, was worth at least \$1500 to the State, and for that reason alone the State should assist in promotion of emigration.

Let but the advantages afforded by Texas be once fairly understood in Europe, and the rush to her shores would be almost beyond calculation. Earnest co-operation would accomplish a great deal. Information as to soil, climate and production must be disseminated throughout every country

in the old world. The rates of passage must be reduced across the Atlantic, and above all, the transportation to the interior from the sea-ports must be curtailed. The routes of travel should be pointed out—agents placed at all necessary points to receive and forward the emigrant to his destination, and such other precautions taken as would afford to the new comers all information and protection. It costs more to get to Texas than to any other part of the world, and if emigration is to be fostered, these expenses must be reduced.

It will be an easy task, if properly managed, to turn the lands of Texas into money in any of the older countries of Europe. It is only necessary to let the people know that the transactions were bona fide. He was connected with charitable associations, and had experience in social affairs, and felt competent to speak on the subject to which allusion had been made. He hoped to be able, on his return home, to give such information as would benefit both countries.

During his short sojourn in Texas he had seen enough to convince him that, if the true condition and advantages of the country were known, thousands of well-to-do farmers in Great Britain would come here at once. When English farmers who paid fabulous prices for rentage of poor lands were convinced of the fact that thousands of acres were absolutely idle here, and that with all the advantages of soil and climate the State imported last year nearly three millions of dollars worth of corn and meat, they would not hesitate about coming. The greatest stock-raising country in the world, and yet good butter was not to be had—millions of cows, and yet milk a luxury not to be obtained for want of servants who had been taught how to manage the dairy, and who could be trusted to perform their duties.

In Lancashire and Cheshire, two of the most important agricultural counties of England, farm laborers received about \$3 50 per week—in Dorsetshire even less than that. Of course nothing could be saved out of these scant earnings, and thousands of these people would be glad to find homes in Texas.

Necessity was not only the mother of invention, but the mainspring of action. The man who landed at Galveston with two strong hands and willing to work faithfully, was of more value than if he brought only a purse of gold; and it was time land owners were realizing the fact, and bending their energies to the acquisition of this most desirable cap-

ital. Money was scarce in Texas, but land was plenty, and these lands, by proper management, could easily be converted into money in any of the countries of Europe. Men of means would not hesitate to invest their capital in the cheap and rich lands of Texas, if proper means were employed to make them acquainted with the true condition of this part of the world.

He would, after his return, endeavor to be of service in imparting correct information, and he believed his position was such as would guarantee belief in what he would say. He had given up his own home and undertaken the journey he was now pursuing at his individual expense, in order to benefit his fellow men, and was assured his mission would not prove a vain one. He did not propose to introduce the idle and vagabond classes of England, but the honest men and women of the agricultural districts, who were unable to find remunerative employment at home. If the Legislature would do as that of other States have done, and grant assistance to emigrants, it would greatly facilitate the purposes in view.

It would be well if the Government would take the matter in hand and render assistance, but in the absense of such help, associations of individuals, by disseminating information and affording assistance and protection, would be able to accomplish a great deal of good. Every settler introduced was so much added to the aggregate capital of the country. The more mouths there were the more trade would result, and the more trade the better for all.

A line of steamers, making at least monthly trips between Liverpool and Galveston, should be put on without loss of time. These vessels could bring emigrants at a low rate, and by providing for their reception and temporary relief, if necessary, many thousands would be coming forward in a very short time. He would do all he could to promote the interest of those who might engage in emigration schemes on this side of the water, and felt assured he had influence enough to be of material service."

## II.

*DIVISIONS.*

By common consent and the usage of the Texas press, Texas has four subdivisions, viz: Eastern, Central, Western and Northern Texas.

## EASTERN TEXAS

Includes the territory from the Sabine to the Trinity river. In its physical features it is distinctly marked from the other portions of the State. It is the great timbered region of Texas.

What few prairies there are, are confined mostly to the counties along the Gulf of Mexico, and extend but a little distance inland. The primeval forests still cover about four-fifths of its surface.

These forests contain every species of timber found in the Southern States. The white oak, red oak, post oak, hickory, pecan, ash, elm, walnut, lombardy and silver-leaf poplar abound. Vast bodies of pine are found in every portion of Eastern Texas, of both the long-straw and short-straw variety. The valleys of the Sabine, Trinity, Neches, Angelina, and other streams, from their mouths a long distance up, are heavily timbered with a splendid growth of cypress. Cedar also is found, and often in large bodies.

There is, perhaps, not a finer timbered country in the world, than Eastern Texas.

Its lumber interests are now retarded for the want of transportation. The Gulf of Mexico, by way of Sabine Pass, affords almost the only outlet. When Eastern Texas is penetrated by railroads, as in a short time it will be, its lumber trade will at once assume immense proportions. For its market it will have all the other divisions of Texas, in none of which does the pine grow to any extent, except a few counties of Central Texas.



The general aspect of South Eastern Texas, is low and level; of North Eastern Texas, rolling and elevated; but there are no mountains.

The soil of the uplands is of a light, loamy texture, on a basis of red or yellow clay; in the valleys it is generally a deep vegetable mould or alluvion, exceedingly rich and productive—yielding easily a bale of 500 lbs cotton to the acre, and forty to sixty bushels of corn. The great canebrakes along the Trinity and other rivers, are particularly, of inexhaustible fertility. The uplands are less fertile, but easier of cultivation, and yield remunerative crops.

The other products of Eastern Texas are rice, tobacco and sugar, all of which yield handsomely, but the latter is cultivated to but little extent, and only in the Gulf counties.

In Tyler and other counties, a variety of very fine tobacco is raised, fully equal to the best Virginia production.

The seasons are uniform and crops never fail.

The price of lands varies of course according to soil, locality, &c., but unimproved lands, of the best quality, may be had at \$1 to \$5 per acre.

Building is comparatively cheap, owing to the abundance of lumber.

Eastern Texas is the most populous portion of Texas, and the oldest settled. The "rough edge," which usually characterizes the society of new countries, has long since been worn away or disappeared, and the people are intelligent, cultivated and refined. Schools and churches are numerous and well supported.

#### CENTRAL TEXAS

Embraces the territory between the Trinity and the Colorado.

This division contains the largest cities of Texas, the best navigable streams, and nearly all the railroads of the State. Its population is an exceedingly vigorous and progressive one, and is increasing faster than that of any other portion

of the State. It is destined, perhaps for all time, to be the controlling section of the State. It is the heart of Texas.

It contains the richest lands in the world. Through its centre, for a distance of six or seven hundred miles, flows the Brazos river, whose wide valleys are famous for fertility.

It can, alone, produce more cotton than ever has been raised in the United States in one year.

It embraces a large portion of the great wheat region of Texas, whose capacity for production is equal to the supply of the whole United States.

Its grand prairies are covered, summer and winter, with grasses full of nutrition.

It is a planting, farming, and stock-raising region, all combined in one. There is no portion of it that is not almost equally well adapted to the farmer, planter and stock-raiser.

Its climate is delightful and genial. Excessive heat and cold are both unknown; but this remark applies also to any other division of Texas.

In point of health, no portion of the universe can surpass it, and few can equal it.

Lands, to any extent, can be had at from fifty cents to ten dollars per acre, but there are few for which that latter price would be asked.

The larger portion of Central Texas is prairie, but the valleys along all the streams furnish the timber necessary for fuel and fencing.

Throughout Central Texas, from Washington county northward, a fine stone for building is found in inexhaustible quantities. That found in some sections is capable of taking almost as fine a surface as marble. When first taken from the quarries it cuts as easily and smoothly as soapstone, but exposure to the atmosphere soon makes it almost as hard as flint. Of this stone the State House is built. It is particularly abundant about Austin.

The prairie soil is generally black, and always rich where

this feature prevails. It is of a calcareous nature, and therefore exactly the thing for wheat and other small grains. Corn and cotton flourish upon them, only a little less luxuriantly than in the deep, alluvial valleys.

Should the emigrant wish to raise sugar, rice, cotton and corn, let him settle in *lower* Central Texas.

Should he wish to raise cotton, corn and *stock*, let him settle in *middle* Central Texas.

Should he wish to raise cotton, wheat, corn and stock, let him settle in *upper* Central Texas.

Should he wish to engage in manufactures and commerce, let him seek the cities and villages.

Central Texas is penetrated by the Houston and Texas Central Railroad and its branches, which will speedily develop the boundless resources of this, the richest division of Texas. Of this great road and its branches a more ample description will be given hereafter. Located in Central Texas are the cities of Galveston, Houston, Waco and Austin, besides many smaller towns of importance.

#### GALVESTON,

Situated on Galveston Island, at the entrance of the bay of the same name, is the most important seaport city of Texas. In proportion to its size and population, it is second in commercial importance to no city of the Union. Its total exports last year amounted to \$25,890,385; the duties paid on foreign imports, to \$277,750 29. Its trade with Europe during that period far exceeded that of any previous year. Steamers ply regularly between Galveston and Liverpool, but the larger portion of its foreign trade is carried on by sailing vessels. A regular line of steamers runs between Galveston and New York, and also between Galveston and New Orleans, and Galveston and other Texas ports. It is also contemplated to establish a line between Galveston and Baltimore during the current

year. This is the largest cotton market of Texas, and cotton shipped from Galveston commands a better price in the markets of the world than cotton of the same grade, shipped from any other port. Many orders direct from the spinners in Europe are executed in Galveston. The merchants of this city are characterized by activity, energy and reliability. The city has three chartered banks and five private banking houses. It has fine churches and schools, and a Mercantile Library. It has also two large iron foundries. Its population approximates 20,000. On the Gulf side of Galveston, and within one mile of the business centre of the city, Galveston Beach is an object of very especial interest. It is second to none in the world, and during the summer season is much frequented. Considering its perfect safety for bathing purposes, its delightful sea breezes and its moderate temperature during the warmest seasons, the beach alone makes Galveston a delightful summer resort. The beach affords a delightful drive for miles, the sand being so hard and firm that vehicles make no impression upon it. The streets of Galveston are lighted with gas, and street railroads are in successful operation. The cars carry passengers to almost every portion of the city, as well as to the beach. The fish and oyster market of Galveston is always well supplied from the waters of Galveston Bay. The Galveston, Houston and Henderson Railroad connects Galveston with Houston, and there it is connected with the interior country by the various Railroads centering at that point.

There are three Fire and Marine Insurance Companies and the Texas Mutual Life Insurance Company in Galveston, all of which are well supported.

There are three Daily Newspapers published in Galveston. The Texas Almanac, which has been annually published by the proprietors of the Galveston News, always contains an abundance of valuable reading matter and statistical information relating to Texas.

The Tremont Opera House, in Galveston, is one of the

finest places of the kind in the Southern country, and will compare favorably with those of our Northern cities.

Houston, on Buffalo Bayou, the great railroad centre of Texas, is discussed elsewhere.

Austin, the Capital of the State, is a city of about 10,000 population. It is rapidly being approached by the Western Branch of the Houston and Texas Central Railroad, and by the 1st of January, 1872, the connection will doubtless be complete. The advantage this will be to Austin in a commercial point of view, can readily be appreciated. It is a pleasant city, and is very picturesque. It is situated on the east bank of the Colorado river. In respect to schools, churches and society, it keeps pace with the civilization of the age. It is located at about the geographical centre of the State. North of it the soil produces all the cereals, the city being on the border of the great wheat region of Texas. West and Southwest of it is the great stock raising country, while due south and east of it, is the great cotton belt of Texas. The International Railroad will pass through Austin, and will probably reach that city in less than two years. In anticipation of the completion of these railroads, property in Austin is rapidly increasing in value.

Waco, another thriving, prosperous city of Central Texas, is the county seat of McLennan county, and is rapidly advancing in wealth, population and importance. It is situated in the midst of a fine and productive agricultural region, and its progress will receive a powerful impetus when it is reached by the Waco Tap and North Western Railroad. Merchandizing and manufactures are both carried on here to a considerable extent.

#### WESTERN TEXAS

Embraces all that vast region from the Colorado to the Rio Grande. It is the great stock region of Texas.

There is no grass to compare with the *mesquit*, in all its varieties, which covers, as with a dense carpeting, its immense

prairies. Horses, cattle and sheep keep fat on it all the year round.

The prairies of Western Texas occupy about four-fifths of its surface. With the exception of occasional districts covered with post oak, or the mesquit tree, the timber is confined almost entirely to the valleys of the streams, which are always densely wooded. The cypress, of gigantic proportions, is found even among the mountains north and west of San Antonio. It is the only country in which we ever knew the cypress to grow among mountains. Live oak timber, so valuable for ship building, grows to a considerable extent throughout Western Texas, and cedar is often found in large bodies.

The pecan here finds its favorite home. It becomes the giant of the forest, and every year throws its rich, oily nuts to the ground. The hogs revel on them and fatten without other food, with the advance of winter.

While superlatively a stock country, Western Texas is also a fine agricultural country. The valleys of the streams are exceedingly rich and productive. Indeed, in favorable seasons, the yield is astonishing. There are few better farming lands anywhere than on the Guadalupe, San Marcos, Lavaca, San Antonio, Medina, Concho, &c.

Lands in this country range from 50 cents to \$10 per acre.

The gigantic stock enterprise of Mr. Kennedy has been extensively noticed. He has, west of Corpus Christi, 150,000 acres of land enclosed with a fence 40 miles in extent, and 40,000 head of stock. There are many other large stock ranches in Western Texas.

If you wish to raise cattle and horses, go anywhere in Western Texas.

If you wish to raise sheep, the mountainous regions above San Antonio are said to be the best. At least the wool-growers prefer that country. Nearly all that region has been made classic by the pen of George Wilkins Kendall, the pioneer sheep raiser of Texas.

For salubrity of climate, Western Texas will compare with any country in the world. It is a garden of health. Miasmatic diseases are unknown.

The same stone which we spoke of as abounding in some portions of Central Texas, is found almost everywhere in Western Texas. It is largely used both for house building and fencing. The city of San Antonio is built to a considerable extent of this material. Seen at a distance, San Antonio, nestled in its beautiful shrubbery and flowers, glistens in the setting sun as if it were built of marble.

There is a portion of Western Texas called the Pan-Handle, including the Llano Estacado, and the region bordering on the eastern boundary of Arizona and New Mexico. It is an almost unexplored region, but little known at present, the tramping ground of the wild Indian and the buffalo.

San Antonio is the largest city in Western Texas, and has a population approximating 15,000. It was settled by the Spaniards, perhaps a century ago. Though a large proportion of its population is Mexican, the American element preponderates. It is now an active, progressive city, lighted with gas, and with fine churches and institutions of learning. It trades extensively with Chihuahua and other portions of Mexico.

New Braunfels, the county seat of Comal county, is a thrifty German settlement, of about 5000 population. With the industry and energy characteristic of that element, they have made that city so productive, as to be almost independent of the outside world. Its woollen fabrics are of the finest quality. It has water power adequate to extensive manufactures.

Lavaca, Indianola, and Brownsville are the most important shipping points in Western Texas. The first two, situated in Calhoun county, on Lavaca and Matagorda Bay, are places of some commercial importance, which is rapidly increasing. A large portion of the trade of Western Texas is carried on through these ports, and the Morgan steamers now ply between Galveston and Indianola.

Brownsville, the county seat of Cameron county, is situated on the Rio Grande, and has a population of 6000. Brazos Santiago is the shipping port of Brownsville. The Morgan steamers ply between New Orleans, Galveston, Indianola and Brazos. It also trades through the medium of sailing vessels with New York. Some imports from Europe for the Mexican trade are landed in bond at Brazos and transhipped.

#### NORTHERN TEXAS

Includes two or three tiers of counties from Red River. This region is very similar to upper Central Texas in climate, soil and productions. It is a splendid and rapidly developing portion of the State. For the production of cotton the valley of the Red River is renowned, and much of the great wheat region also belongs to this division of Texas. It is about equally divided between prairie and forest.

One of the forest growths of Northern Texas is the Bois d'Arc, which here attains the size of a large tree. It makes fine wagon lumber. When seasoned, it is well nigh as hard and strong as steel, and is very durable. The value of the Bois d'Arc or osage orange, as a hedge, is well known.

This portion of Texas is being rapidly filled up, and it must eventually be well populated. It is especially adapted to the cultivation of the great cereals produced in the West, and its soil and climate are all that could be desired. Fruits of all the varieties grown in the Middle and Western States, flourish in Northern Texas.



## III.

*THE PRESENT AND PROSPECTIVE RAILROADS  
IN TEXAS, &c.*

Having partially described the boundless, undeveloped wealth in resources of the various divisions of Texas, and designated the various railroads in active operation, as well as those in course of construction, we feel that it would not be out of place to here give more ample consideration to those railroads, and the peculiar characteristics of the country through which they pass and will pass, as well as to the indication of what great purposes of trade they will subserve, and what great points and interests they will connect.

## THE HOUSTON AND TEXAS CENTRAL RAILROAD,

With Houston for its base, is rapidly progressing towards Preston, on Red River, and on the northern boundary of the State. From Houston to the town of Hempstead, a distance of about 50 miles, this road passes through a good prairie country, most of which is very productive. From Hempstead it skirts the rich "Brazos Bottom," via Courtney, Navasota, Millican, Bryan, Hearne and Calvert, to Bremond—a distance of about 100 miles. Did space permit, these bottom lands should receive more than a passing notice. They lie on both sides of the Brazos river, which penetrates Central Texas. These bottoms are from four to seven miles in width, along the entire course of the river, and scarcely an acre of them can be found that will not produce a bale of cotton, or forty bushels of corn to the acre, with the most ordinary attention. For the culture of corn and cotton, they are, perhaps, surpassed by no country in the world.

Leaving the Brazos to the left, and passing northward to the Trinity, the Central road next penetrates the heart of the great wheat region of Texas. At Hearne, it will in-

tersect the great International Railroad, which is now being rapidly constructed in an easterly and westerly direction from that point. Hearne is in Robertson county, and near the Brazos river. It is believed, that, from its railroad communications, it will eventually become a place of importance.

At Bremond, the WACO TAP AND NORTH WESTERN RAILROAD forms a branch of the Central, and runs north-westerly to Waco, passing through the rich counties of Falls and McLennan, and will eventually develop the upper Brazos country.

From Bremond, the Houston and Texas Central Railroad runs almost due north, via Kosse to Groesbeeck, which is about the centre of Limestone county, and the present terminus of the road.

From Groesbeeck, the Central, as it progresses, will pass near the Tehuacana Hills, a very picturesque section of country. This vicinity is being settled very rapidly. The landscape here is, perhaps, the most beautiful in Texas. Timber and prairie are found here in the desirable proportions. Trinity College, a fine institution of learning, is situated in the town of Tehuacana.

From Tehuacana it will pass through Navarro county, near the town of Corsicana—a rich and beautiful section; thence through Ellis county to Dallas; thence through Collin county and near McKinney; thence through Grayson county near Sherman; and thence to Preston, its ultimate terminus. Passengers are now conveyed by stage from Groesbeeck along the unfinished line of the Central.

There is no railroad in the world with a more magnificent country than this from which to draw its sustenance, tapping as it does both the great cotton and wheat belts of Texas. About fifteen passenger and freight trains daily run over this road from Houston to its present terminus. The receipts from this road are doubtless as great as those of any road in the country, in proportion to its length, and the cap-

ital invested. At Preston it will connect with the railroads from Missouri and Kansas, now being rapidly constructed, thus giving Houston direct communication with the Northwest, and with California by the Union Pacific Railroad.

The managers of the Central are confident that it will reach Preston, its terminus, 400 miles from Houston, by July, 1872.

The Central now has on the road thirty-five engines, five hundred box and flat cars, and twenty cars for stock. Much more rolling stock is in course of construction. The general business office and the machine and work shops of this road are located in Houston.

#### THE WESTERN BRANCH RAILROAD,

Owned by and constituting part of the Houston and Texas Central Railroad, starting from Hempstead, fifty miles from Houston, strikes out westwardly for Austin, the State Capital. Leaving Hempstead, it crosses the Brazos, running through the centre of Washington county, via Chappell Hill, Brenham and Barton to Ledbetter, its present terminus. Washington county, penetrated by this road, is one of the most populous and productive counties in Texas. Its people are cultivated and intelligent, and the finest schools have been here established. From Ledbetter this road will pass through the eastern portion of Bastrop county to Austin. It is under contract to be completed by January 1st, 1872. At the present time the connection is made between the terminus of the road and the City of Austin by daily stages.

#### THE GALVESTON, HOUSTON AND HENDERSON RAILROAD

Connects Galveston with the railroads centering at Houston, extending a distance of fifty miles.

#### THE HOUSTON TAP AND BRAZORIA RAILROAD

Now runs from Houston to Columbia, a distance of fifty

miles, penetrating the rich bottoms of Oyster Creek and lower Brazos, the great sugar region of Texas. It is graded some thirty miles beyond its present terminus to Caney bottoms, in Wharton county. This is commonly known as the "Sugar Road" of Texas. Before the war, the lands along the line of this road commanded higher prices than any other lands in Texas.

#### THE GALVESTON, HOUSTON, AND SAN ANTONIO RAILROAD

Has the last named city for its objective point. It has already eighty miles in operation, running through Harris, Fort Bend, Wharton and Colorado counties, to Columbus. Its general course is due west, passing through a fine farming and stock country, crossing the rich bottoms of the Brazos, Colorado and Guadalupe, and passing near the town of Gonzales. The completion of this road to San Antonio will attract the trade of Western Texas, and some of the northern States of Mexico, to Houston and Galveston. Passengers are now conveyed from the terminus of this road to San Antonio by stage.

#### THE HOUSTON AND GREAT NORTHERN RAILROAD

Runs due north from Houston to the Red River. It will be connected with the Fulton and Cairo Railroad, and through it and the Illinois Central, it will connect Houston, on the tide waters of the Gulf, and the great railroad centre of the South-west, with Chicago, the great railroad centre and metropolis of the lakes.

This road penetrates the great timbered region of Texas. From Houston it passes through the northern portion of Harris county to Spring Creek, (a beautiful stream of clear water on the boundary line between Harris and Montgomery counties,) and after crossing Spring Creek, at a distance of twenty miles from Houston, it enters what is known as the "Big Thicket," a most magnificent body of timber, consisting of white oak, cypress, pine, post oak, ash, mulberry,

wild cherry, &c. Passing through the "Big Thicket," a distance of about thirty miles, it will pass near the town of Danville, in the eastern portion of Montgomery county, a very desirable planting country, fifty-five miles from Houston; and thence through Walker county to the Trinity river, which it will cross at a point about eighty miles from Houston. Leaving the Trinity, it will pass through the counties of Trinity, Houston and Cherokee to the vicinity of Tyler, in Smith county. Thence it will be connected with Fulton, Arkansas, by the east line of the International Railroad, its objective point being Clarksville, in Red River county. This road will bring the principal trade of Eastern Texas to Houston and Galveston, a trade that has heretofore been almost entirely carried on with New Orleans. It will moreover open up the great coal and iron resources of Eastern Texas. The stock of this company is owned by Houston and New York capitalists—among its stockholders are some of the most substantial and successful railroad men in the country. The completion of this road to the line of the International, is confidently expected by July 1st, 1872, which will give Houston direct communication with the roads of the great west. It will also connect with the Texas Pacific at some point in Smith county, and by the Texas Pacific and the Northern Louisiana Road with Vicksburg via Marshall and Shreveport. At Vicksburg it will be connected with all the roads east and north.

The general office of this company is in Houston, where its machine shops will also be located.

#### THE WESTERN NARROW GAUGE RAILROAD

Is an enterprise recently projected. It is intended to run mostly due west from Houston through Harris, Austin, Fayette, Bastrop, Caldwell, Hays and Guadalupe counties to the flourishing German city of New Braunfels. Besides New Braunfels there are many other thriving and prosperous German settlements along the line of the Narrow Gauge

Railroad. When completed it will greatly increase the trade of Houston, as it will pass through the most densely populated and best developed region of Texas.

#### THE NEW ORLEANS, MOBILE AND CHATTANOOGA RAILROAD,

When it reaches Houston, will open a new era in its progress. Besides making Houston the great distributing point for the trade and travel flowing into Texas from the Mississippi valley and the east, it will then become the great cattle market of the South-west, from which New Orleans and the cities of the East will draw their supplies of fresh beef.

It is reliably asserted that this road will reach Houston in the early part of 1872. The Texas and New Orleans road will probably be incorporated into and made part of the New Orleans, Mobile and Chattanooga Railroad. The Texas and New Orleans road runs a distance of 108 miles from Houston, via Gentry, Liberty, Sour Lake and Beaumont, passing through the eastern portion of Harris county, Liberty, Jefferson and Orange counties, to the Sabine river, the boundary line between Texas and Louisiana. The valleys of the Neches and Sabine rivers, intersected by this road, are heavily timbered with the finest cypress, which is converted into lumber and shingles: also, good long leaf pine.

#### THE INTERNATIONAL RAILROAD

Company was chartered by the Legislature of Texas in 1870. To aid in the construction of this road, the company is to receive bonds of the State of Texas to the amount of \$10,000 per mile, payable in thirty years, and bearing interest at the rate of 8 per cent. per annum, payable semi-annually in New York, the first payment of bonds to be made upon the completion of the first twenty miles of the road, and thereafter upon the completion of each ten miles, in accordance with the terms of the charter. The charter authorizes the company to construct a single or double track railroad from some point on Red River, at or near the town of Ful-

ton, Arkansas, to connect with the Fulton and Cairo Railroad, and across the State of Texas, by way of Austin and San Antonio, to the Rio Grande, at or about Laredo. This road will probably be extended to the Pacific Ocean, reaching it either at San Blas or Mazatlan.

As the charter required the company to begin work within six months, operations were commenced forthwith, and as before observed, the work is progressing from Hearne, the intersection of the International and the Houston and Texas Central Railroads, in both directions. And it is expected to have forty miles completed by the 1st of July next.

This road runs, in about a south-west line, through the State of Texas, a little south of its geographical centre, but almost directly through the centre of the settled, agricultural and stock-producing districts. Extended, upon its present projected line, through Mexico, it would strike at Mazatlan. Under the management of some of the most efficient railroad men in the United States, we have every reason to believe that this road will be speedily pushed forward to a successful completion. We feel justified in making this assertion, from the fact that work thereon is now progressing in both directions from Hearne, and also from its northern terminus, Fulton, on the Arkansas boundary. The International Railroad will be tapped by five railroads from Houston, viz: by the Houston and Great Northern, at or near Tyler; by the Houston and Texas Central, at Hearne; by the Western Branch, at Austin; by the Western Narrow Gauge, at some point near New Braunfels, and by the Galveston, Houston and San Antonio railroad, at San Antonio. The iron and rolling stock for the construction of this road passes through the city of Houston, and is delivered at Hearne by the Houston and Texas Central. The general business office of the company is in the town of Hearne.

#### THE TRANS-CONTINENTAL RAILROAD

Company was chartered by the Texas Legislature at its last session, and organized in New York, in October last. It

has purchased all the interests and property of the Memphis and El Paso Railroad. This line is to extend from Fulton, Arkansas, to El Paso, directly across the Northern and North-western portions of Texas. It will probably connect with the Texas Pacific at some point in North-western Texas, near the 32d parallel.

#### THE TEXAS PACIFIC RAILROAD,

Chartered by Congress, and starting from Marshall, in Harrison county, has already been constructed as far as Longview, Upshur county, Texas. Its route will most probably be through Smith, Van Zandt, Kaufman, Ellis, Johnson, Hood, Erath, Eastland, Callahan and Taylor counties to El Paso, and thence to San Diego, its objective point on the Pacific. The work on this road is being vigorously pushed forward. Receiving substantial aid, both from the State of Texas and from the Federal Government, it will doubtless progress as rapidly as did the Union Pacific, developing a fine portion of our territory, and opening our communications with the Pacific Ocean. It will be the great thoroughfare for the products of China and the East Indies.

The Texas Pacific will probably be tapped by the Western Branch of the Central Railroad, at some point between Erath county and El Paso. The extension of the Western Branch in this direction would develop some of the finest agricultural and mineral lands in Texas. In that event, Houston will be the first point on tide water leading to the Atlantic Ocean reached by railroads leading from the Pacific Ocean.

#### THE GULF, WESTERN TEXAS AND PACIFIC RAILROAD,

Is the title of the consolidated Mexican Gulf and Indianola Railroad. The easterly termini of this road are Lavaca and Indianola, and its objective point is San Antonio. This road from Lavaca to Victoria was completed and in running order before the war. It is now in the hands of large capitalists, and will doubtless be pushed forward speedily.



## CONCLUSIONS.

Above we have endeavored to give a short description of the various railroads of Texas, and such facts in connection with each, as we deemed of general interest. Which of the above roads will exercise the most beneficial influence upon Texas, is a problem yet to be solved. That Houston, the present railroad centre of Texas, will be connected with the States north and east of us by at least three lines of roads, in less than two years, seems to admit of no doubt. That a connection with the Pacific, by one or more of the routes through Texas, will be had in the course of the next few years, is almost certain. What effect these connections will have upon our commerce and the future growth of our own cities, is a fruitful subject for favorable speculation. Houston and Galveston must control the greater portion of the trade of our State, after its development by railroads and the increase in population resulting therefrom. This will appear the more evident from the consideration of the fact that the chief products of our State are cotton, sugar and wheat, and the market for the first named article is principally in Europe, as it is a well established fact that more than two-thirds of the cotton grown in the United States is consumed there. Texas cotton commands more in those markets than like grades grown elsewhere, and hence the demand for the great staple produced in our State will come chiefly from the spinners in Europe. It would be unreasonable to presume that our cotton will be transported by rail to New York, or any of the Atlantic cities, a distance of over 1500 miles, for transshipment to Europe, when our own roads are ready to carry it from the field of the producer to our own seaboard, where the shipping awaits it, ready to convey to the market for which it is destined, and at almost the same rates charged for freight from New York and other eastern cities.

Sugar, our next great staple, must be produced in quantities sufficient to supply our own demand and that of the

country north and west of us. The sugar lands of Texas are located near the coast, and as they are developed by the railroads centering at Houston, the demand for that commodity from the interior of Texas and the adjacent country must be supplied from that source. But, even should our product be inadequate to this demand, sugar will be procured from Louisiana and the West Indies, and the points for its importation would then be Galveston and Houston. Refined and transshipped from thence, our consumers would receive it burdened with far less expense in the way of freights, storages, &c., than it can be furnished from the markets of the North and East, after its necessarily long transportation by rail.

Wheat, another of our great staples, will be produced at no distant day in sufficient quantities to make it an important element in our trade. For this, the natural outlet must be our own ports. It will find its way to the waters of Buffalo Bayou, where it will be converted into flour, and thence to the markets of the West Indies, South America and Europe.

Coffee, tea, salt and other necessary imports, can be had directly from foreign ports, and the consumers being brought by our own railroads and our ships into the closest practicable communication with the countries in which these articles are produced, must be furnished with them at the most reasonable rates from our own cities.

With the development of our State by the various railroads now in course of construction, our cities must increase in wealth, population and commercial importance, as our resources are brought into market, and as our means of communication multiply. The railroads now in course of construction will not be less than 3,000 miles in extent. That they will be completed, is insured almost beyond peradventure. Estimated at the ordinary average cost of railroad building, \$30,000 per mile, these railroads will be a substantial and permanent investment in our State of \$90,-

000,000. This, taken in connection with the value of the necessary machine shops, depots, &c., the increased value of the property in the immediate vicinity of the stations, towns, and cities that will be created along the various routes, and the enhanced value of all the lands that will be brought into communication with the highways of trade, serves to convince us that the career of wealth and prosperity our railroad interests are about to inaugurate for Texas, cannot be over-estimated. Increase in wealth and population, and a development of the highest type of enlightenment, must attend a complete system of communication between all parts of Texas and the commercial world.

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#### IV.

#### COMMERCE OF TEXAS.

The desirability of a country is perhaps better evidenced by an exhibit of its trade and commerce, than in any other manner.

Judging by this standard, Texas occupies no unenviable position in the family of States.

The recognized circulating medium of the State has always been coin—gold and silver. Currency is only used for the payment of taxes, and for circulating along the coast; also taken in payment of debts due.

Texas dollars are hard, precious, metal dollars, worth the amount stamped upon them in any market in Christendom, and we hazard nothing in saying that there is more gold and silver circulating in Texas alone than in all the other States East of the Rocky Mountains combined.

The balance of trade has for many years been in our favor, and there has necessarily been a constant flow of the precious metals into our State to the extent of millions of dollars each year. The unsettled condition of national and

political affairs has led to the hoarding of considerable gold and silver, but there is now no question that as all impediments to healthy business intercourse have been well nigh removed, we will soon have much of this now dormant capital flowing into the channels of trade and increasing materially our activity and enterprise.

For the commercial year ending August 31, 1870, the estimated value of Texas exports was about \$45,000,000, gold, viz :

Cotton.....	\$33,000,000
Wool.....	850,000
Hides.....	2,325,000
Beef (bbls.) .....	750,000
Beeves and Live Stock.....	7,870,000
Pecans and other articles.....	265,000
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Total.....	\$45,000,000

The imports for the same period did not exceed \$25,000,000. The exports for the year previous, \$33,575,972.

Thus our productions for one year exceeded the year previous in value more than 25 per cent.; and our excess of exports over imports was in round numbers over \$20,000,000.

We challenge any State, North, South, East or West, to make as satisfactory an exhibit of its productive capacity in proportion to its population.

We trade through our own ports directly with foreign ports; the major part of our surplus product is consumed in the United States. A heavy trade is done with New York, and our business with Boston, Philadelphia and Baltimore yearly demands increased facilities for transportation. With New Orleans, St. Louis, Cincinnati and Pittsburg, our trade is by no means inconsiderable, and is rapidly on the increase. Fifteen large and commodious steamers are constantly plying between New Orleans and Texas; eight or ten are in the New York line, while the number of sailing vessels actively engaged in the trade between Texas and the northern and foreign ports, exceeds one hundred.

Large as these statistics of commerce may appear, with our rapid rate of increase in population, the day is not far distant when our products will be doubled. The development of the country, which inevitably will follow the construction of railroads, will most rapidly increase our productive capacity.

Our people are thoroughly alive to the importance of railroad facilities, and outside capital is rapidly flowing into our State and helping along the work of increasing our communications.

The transportation of iron for railroad purposes to the State of Texas, will employ nearly fifty vessels during the current year. In a commercial point of view, Texas ranks far above the average of States, and will doubtless, before long take rank among the highest on the list.



## V.

### *FARMING IN TEXAS.*

The farmer in Texas has his choice of any and all the various crops produced in the United States. There is no part of the State that will not grow cotton, corn, potatoes, turnips, barley, oats, Chinese sugar cane, millet, broom corn, etc., abundantly. The best grass in the world for hay is indigenous everywhere. The southern part of the State produces wonderful crops of sugar cane, the same that is grown in Cuba and Louisiana, while the northern portion produces equally wonderful crops of wheat and rye.

#### WHEAT.

Wheat is sown in November and makes its start in winter. It is used as a winter pasturage, and it is found necessary to keep its growth back in this way until the middle of February, to keep it out of danger from the late frosts.

Frost does no injury to wheat unless it occurs after it begins to joint. Such a thing as winter killed wheat is unknown in Texas. Wheat grows luxuriantly during the Spring, and ripens usually in May, or just about the time the fields of the North begin to grow. It is harvested during the month of May, and often new flour is placed in market by the 20th of that month. With increased railroad facilities, now being realized, it will not be wonderful to see flour from new Texas wheat in New York by the 1st of June.

One advantage that Texas wheat has over that grown further north is, that flour from it has never been known to sour from the effects of warm weather. During the late war, the people of the coast of Texas looked to the northern counties entirely for their supplies of flour. In addition to this, vast quantities were stored for the feeding of the troops. None was lost from heating. It was then proved that Texas has a wheat producing capacity sufficient to feed all her population. In fact, there being no encouragement then for the growth of cotton, flour was so abundant as to be universally sold at \$2 50 to \$3 00 per 100 lbs., a price considerably below the present average of equally good St. Louis flour.

The Houston and Texas Central Railroad has now reached the border of the wheat region. As it progresses through it and lateral roads are built to accommodate the country, it is anticipated that the production of wheat will receive a new impetus. A market will be created for the surplus production, which will command its price in money, and where thousands of bushels are now produced, tens and twenties of thousands will be grown. Texas has the capacity to yield anywhere from fifty to one hundred millions bushels of wheat per year, whenever there is a market for it and labor to produce it.

The future great wheat market for the South-west will be the City of Houston. Within easy access to the unlimited supplies of Northern Texas by one railroad now, and event-

ually by two or three, and being upon tide water ; having elevators provided by nature in the high banks of the bayou, the best sites for flouring mills in the world, there is no good reason why the exchanges of breadstuffs should not always be within her borders. What a vast wheat market will make of a city, let Chicago and St. Louis answer. The command of the wheat trade of Texas is destined to be worth more than double the command of the cotton trade.

#### SUGAR CANE.

The extreme Southern part of Texas, and especially the counties of the lower Trinity, Brazos and Colorado, are well adapted to the cultivation of Sugar. On these lands of unexampled fertility, a crop of a hogshead of 1300 lbs. of sugar and two barrels of molasses to the acre is not unusual, while three hogsheads and six barrels have been taken off in favorable years. A hogshead of sugar is worth, at present prices, \$150, and a barrel of molasses \$25. The production of sugar, however, requires at first considerable outlay of capital. A sugar plantation should embrace from one hundred to one thousand acres for sugar cane. To plant this will require several years. The usual course is to plant one-fifth of the land each year, one planting ordinarily lasting five years. The sugar house is expensive, according to the quantity to be provided for. It consists of large brick buildings, containing heavy machinery for grinding the cane, boiling the juice, and granulating the sugar. A sugar house for 100 acres may be made to cost less than \$5000, while for the larger plantations, sometimes as much as \$50,000 to \$75,000 is expended upon them. Once established, if labor can be commanded, there is no crop more profitable. Good sugar planters have cleared tolerably good sized fortunes each year.

#### CORN.

Indian Corn is a staple crop on every farm in Texas. There is not an acre of land in the State that may not be

made to produce it. It is planted according to latitude from the 1st of February to the 1st of April, and matures in July. The usual plan is to cultivate almost altogether with the plow, and if it once gets start of the grass so as to shade the ground, it will keep itself clear of weeds. Two or three cultivations are necessary in the Spring until May, when it may be "laid by," and requires no other attention until fodder pulling, in July, and harvesting in September. The usual course is, when the ear is hardening, to strip the stalks of the blade, which is tied to them and cured in the sun. This is then gathered for fodder, and is kept in stacks to feed to the yard stock, in the winter. While the fodder is being saved, the ear of corn is turned down so as to shed rain, and left till September to ripen. Here, in fact, it may stay till November, if other work, as is usual on cotton plantations, presses. Corn yields an average crop of forty-five barrels to the acre.

#### COTTON.

Cotton is the great staple crop of the State. It is raised on the freedman's "patch" of half an acre, on the farmer's field of five and fifty acres, and on the plantation of one hundred to two thousand acres. Few cultivators of the soil but grow some cotton. Even where it is not raised as a crop, a little is produced for home consumption.

Cotton is planted after the ground begins to get warm in March, and carefully cultivated till June. If the season is an average one, it is "brought to a stand" in May. It is first planted very thickly, and when well up and out of danger of frost, it is chopped out with the hoe, leaving a stalk every three or five feet. This is "bringing it to a stand." In June and July it begins to bloom, and the ripe cotton begins to open early in August. From this time till frost it continues to grow, and the hands are busy saving the fleecy staple.

To cultivate cotton successfully, a gin and press are need-



ed. These, with the requisite buildings, may be supplied for from \$600 to \$10,000, according to the extent of the crop.

In the neighborhood of Houston, where there are two cotton factories supplied with gins, the machinery of cotton ginning and pressing cotton may be dispensed with. Few cotton farmers in Harris county now gin their own cotton, but take it in the seed, just as it is picked, to the factory, where a fair price in coin may always be obtained. These factories consume largely more cotton than Harris county yet produces, or is likely to produce, though the production is considerably increasing each year.

The average production of cotton, on the uplands, is about three-quarters of a bale to the acre. On the alluvial soils of the river bottoms, this average is increased to a bale to the acre. A good hand will cultivate twelve acres in cotton, and as much more in corn, the two crops dovetailing together.

Experiments recently tried are proving that there is hardly an acre of arable land in the State, but will produce a fair crop of cotton, and as improved plans of cultivation are adopted, the crop will increase.

Texas, when brought up to its capacity, may easily turn out a larger crop of cotton than is now produced by the whole United States.

#### OTHER CROPS.

The intelligent farmer will not require further information regarding crops. Let him consider, that with a soil considerably richer than is to be found east of the Mississippi, and with seasons from one to four months longer, he has the whole wide field of production to choose from and experiment in. Will he produce hay? Let him fence in the native prairie, and put his mowing machine upon it. He will have an abundance. Or, should he wish to improve the quality, let him turn up the sod and keep the weeds down till May, and the "crop grass" will take it, and supply him a crop each month, from the same field, till October. Is he

convenient to market? Irish and sweet potatoes, three hundred bushels to the acre, rarely command less than 75 cents per bushel. Is he disposed to can vegetables and fruits? His season is longer, and his crop is larger than he can produce elsewhere. Broom corn can be grown in heavy crops. Castor oil will pay him a large profit. While the extras, such as the production of wine, from native grapes, the preparation of moss for bedding, the gathering of pecan nuts, the raising of hogs, etc., are always at hand for the leisure time, and their products always find ready sale. And if this is not enough, with his gun he may any day take the prairie and bring down his deer for a change of diet.

Such is the field for enterprise to the hard working farmer, and no where in the world can he get so much for his labor, as on the virgin soil of Texas.

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## VI.

### *WHEAT IN THE COAST COUNTIES OF TEXAS.*

The following is from the pen of the President of the State Fair Association of Texas, addressed to an Agricultural Club in Houston:

“GENTLEMEN—Can wheat be successfully produced in the coast counties of Texas?

This question presents an important subject of enquiry, and should address itself to the serious consideration of every one who desires to promote the best interest of this portion of our State. If it should be proved that our coast county lands are adapted to the growth of wheat, then our vast prairies will become the happy homes of industrious millions. Wheat is a great civilizer, and the districts in which it is grown, constitute the great centres of agricultural population. I am aware that there is a preconceived opin-

ion among many that wheat cannot be successfully grown in our coast counties, which opinion is not founded on practical experience, but on the erroneous idea that the climate is too warm, and that the locality is too near the Gulf. To refute this opinion, it is sufficient to say that, in the countries bordering on both sides of the Mediterranean Sea, including Southern Europe and Northern Africa, wheat has been cultivated successfully for more than two thousand years. Egypt and Algeria are renowned for their production of fine wheat; all of which countries are warmer than any portion of Texas, and equally as contiguous to the sea-coast. Wheat grows in Mexico to great perfection, in a latitude much further South than this.

There were exhibited some years ago, at the great fair in London, one hundred and seventy-six varieties of wheat, embracing specimens of production from almost every part of the agricultural world. The committee to whom these specimens were referred, made a very learned and elaborate report upon the history and climatic susceptibilities of the many varieties on exhibition. The conclusions drawn by this report were, 1st, That the wheat plant will grow and mature in any agricultural region of the world, provided the variety is adapted to the locality.

2d, That wheat was more generally cultivated, and conferred more substantial benefits upon the human family than any other one article of agricultural production.

3d, That it grew to its greatest perfection in a warm climate and in a rich soil. The premium was awarded to wheat grown in Algeria. At the great international exhibition held in 1867, the premium was awarded to wheat grown in Southern California. The committee based their action on substantially the same reasons as that of the London Fair: "Because the wheat was grown in a warm climate and in a rich soil." If it be true that wheat is susceptible of being acclimatized, so as to produce a variety adapted to any agricultural region, and that it flourishes

best in a warm climate and a rich soil, may it not be possible that we may be able to obtain a variety adapted to our coast counties? During the late war, Capt. John Duncan produced in Matagorda county thirty-five bushels to the acre; his neighbor, Col. Hawkins, whose plantation was still nearer the coast, produced forty bushels to the acre; both planted the same variety, which they called the anti-rust wheat. Mr. Danee, near Columbia, in Brazoria county, has produced wheat averaging twenty-three bushels to the acre. Our late lamented friend, Maj. J. W. Scott, told me a short time before his death, that he had produced good wheat on his homestead near this city. These experiments were made, if I am not mistaken in my recollection of the facts, as related to me by the parties themselves, on black prairie soil.

The greatest difficulty is the rust. There are, however, varieties of wheat which are said to be proof against rust.

If so, these are the varieties best suited to our coast counties."

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## VII.

### *STOCK RAISING.*

Stock Raising has always been a favorite pursuit with Texans. The cattle of the country thrive upon the prairie, without other care than the annual herding, for branding. The cost of stock cattle, as they run, is about \$4 per head. Fat beeves command \$10 to \$15.

The annual increase of a herd of cattle, allowing for the ordinary casualties, is 33 per cent. Let a good herder begin with 300 head, and, with ordinary care, he will in ten years have over 5000 head, from which he may sell \$6000 worth of fat beeves a year, without diminishing his stock.

In the North the farmer must feed his cattle from four to

six months in the year, and he cannot raise neat cattle so as to sell them at less than \$50 a head. Here beef is abundant at 6 cents per pound, and stock-raisers and butchers say there is money in it at that. Having once established a herd of 5000 head, the stock-raiser has an ample competence without further exertion. Three weeks driving in the year suffices to brand the calves, and an occasional culling of the herd for beeves to send to market is all that is needed.

The stock-raiser is not obliged, so long as the country is not fenced in, to own a foot of land. Still it is better to have a ranche, and this can be purchased, including 500 or 600 acres of land, and improvements, for \$1000. For the land alone, of course not more than half as much will be demanded. A stock of cattle can be bought at from \$3 to \$5 per head as they run. The usual course is to buy a brand including all the cattle to be found in that brand, be they more or less.

The establishment of numerous beef factories in Texas, as well as the increase of the business of driving cattle to Kansas is yearly adding to the demand. At present, there are near 30 packeries in the State, in which, during the winter season, from 100 to 500 beeves are slaughtered and packed daily. This beef is shipped to the Northern and European markets, and commands say \$30 per tierce, besides the hides, tallow and horns. The business of beef packing is so profitable that it is every year being largely increased.

During the summer months, when cattle are fat, thousands upon thousands are slaughtered for their hides, tallow and horns. At a cost of \$10 to \$15 per head, they yield a net profit of from 50 to 100 per cent. to the packery in this way, while the beef is almost given away to any one who may apply. Beef is often offered in the Houston market to any who want, at \$1 per quarter.

The limit to the industry of preparing beef for market will not nearly be reached when our shipments amount to a million of tierces a year, worth, say thirty millions of dol-

lars. Beyond that, it is believed we have the capacity for almost indefinitely increasing our production. The reader will readily see that there is no danger of raising an over supply of cattle, and especially in view of the fact that while in no other part of the United States or Europe can beef be produced at less than double the cost, here, we can make it profitable at one-half the present proceeds.

Our beef goes to the nations of Europe. Ship-loads are sent to the East Indies and China, and the market widens yearly with the production.

But, cattle raising is not all. We have the best range for sheep raising in the world, not excepting the plains of Brazil. From experience of fifteen years, it has been demonstrated that Merino wool can be profitably produced in Texas, at a cost of seven cents per pound. Sheep need more attention than cattle, but an experienced manager of sheep, with the help of boys, or unskilled assistants, can take care of 5000 head. The value of the wool of these 5000 sheep, to say nothing of the increase of the flock, is fully \$5000 per year, and the increase at 33 per cent. is worth several thousand dollars more.

Those who have engaged in sheep husbandry have found it a direct road to competence. It is believed that all parts of the State are well adapted to this business, and especially the immediate coast of the bays bordering on the Gulf, and the whole region of the hills and mountains. So long as New England can keep up the tariff on wools for the salvation of her flocks, so long will the wool grower of Texas have a double advantage. With a climate and pasturage every way equal to those of the countries producing the cheap wools, against which the Northern farmer requires protection, the Texas sheep grower has this northern protection to augment his gains.

Still, inviting as this field is, it has its drawbacks. No one should undertake to manage a flock of sheep without knowing how. Many have lost money in the attempt. There

is so much in the habits and necessities of the sheep, that can only be learned by experience, that few succeed who do not bring experience to their aid. To the Northern wool grower, who has protected his sheep alike from the blasts of winter, the evil consequences of weeks and months stamping in the mud, the troubles of the scab, and the other evils to which they are exposed, and accordingly, who knows how to care for sheep, and who withal has the energy to apply his experience to the care of his flock ; in Texas, there is no field for agricultural pursuits that offers so tempting a prospect. Those who have not experience or energy, had better undertake something else.

As of sheep and cattle, so of horses. The labor and money invested in the raising of horses brings an ample reward. The demand for blooded stock is annually increasing, and while horses and mules of the prairie stock may be had for a song, it is being demonstrated that it costs but little more to raise fine stock, than it does to raise scrubs. A horse may be raised to four years old, at a total cost of not over \$100 at most. A scrub may be raised at half the money, which would not be worth \$50 in the market, but your fine horse will command his value of \$200 to \$300.

So of mules, which, if fine, always command in the spring from \$100 to \$150, and do not cost to raise even as much as the \$50 scrub pony.

But, it is asked, is there no danger of the stock raising business being overdone ? Not, we think, for fifty years to come. Not one tenth of the stock lands of Texas are yet occupied. They are the range of the wild Buffalo, and his wilder herdsman, the Indian. Year by year these must give way to advancing civilization, and when the whole breadth of Texas, capable of supporting beeves, sheep, horses, etc., is brought to use, we shall have anywhere from twenty to fifty millions of beef cattle, and may export ten millions a year, at a value of one hundred and fifty millions of dollars. We will supply all Christendom, to say

nothing of the "heathen Chinese," with food, and not half exhaust our resources

This may appear like a vision, but it is all within our resources, and all we need is people, and industry and enterprise to make it real.

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## VII.

### *TEXAS LANDS, &c.*

Prior to 1821, all grants of land in Texas emanated from the Spanish crown, extended by the viceroys, or other political authority of the Spanish Government. Few of these, however, were made to individuals. Some had been made to religious communities, and to towns, up to the breaking out of the Mexican revolution.

Shortly after the establishment of the Republic of Mexico, a general colonization law was passed by the Mexican Congress, which not only provided for the extension of titles to colonists, but also conferred authority on the Mexican States to pass laws for the purposes of colonization and to grant land, under certain restrictions.

Accordingly, the State of Coahuila and Texas passed, in 1824, a colonization law, and under this law most of the grants prior to the independence of Texas were made. Any grant, however, within ten leagues from the Gulf shore, or within twenty leagues from the boundary between Texas and the United States, was only permitted to be made by the authorities of the General Government of Mexico, and by that authority such grants were confined to native Mexicans.

But, besides the grants to colonists under the law, there were many special grants made to Mexicans. These special grants were usually for large bodies of land, from three to eleven leagues, and have since given rise to litigation in



some sections of the State, but this, happily for the country, is mostly ended.

The colonist who was the head of a family received, under the law, one sitio and one labor of land, or four thousand six hundred and five acres. It may be well here to state that a league of land comprises 4428 acres. A sitio measured 5000 varas, or one Mexican league on each side, hence, the grant is commonly known as a league of land. A labor contained 177 acres, and measured 1,000 varas on each side. A vara, the Spanish yard, is  $33\frac{1}{2}$  inches.

After the independence of Texas was established, the young Republic continued to grant land to colonists, giving to the head of a family one league and one labor of land, and to single persons one-third of a league, or 1476 acres. At a later period, the quantity granted was reduced to, first, to the head of a family 1280 acres, and to a single person 640 acres, and finally 640 acres to the head of a family, and half that amount to a single person.

These several grants are styled respectively, 1st, 2d and 3d class lots, and all grants of the character above spoken of, except the special grants to Mexicans, are commonly known as head rights.

Besides these, there were also given to soldiers serving in the army of the Republic, 320 acres for each three month's service. These are known as "bounty lands," and each soldier participating in the battle of San Jacinto received 640 acres of land, which are known as "Donation" lands.

The original titles to the several kinds of grant have nearly all been deposited in the General Land Office at Austin, where, fortunately, they are arranged and preserved for future reference.

The new Constitution of the State of Texas provides that "to every head of a family, who has not a homestead, there shall be donated one hundred and sixty acres of land, out of the public domain, upon condition that he will select, locate and occupy the same for three years, and pay the office

fees on the same. To all single men, twenty-one years of age, there shall be donated eighty acres of land, out of the public domain." Land certificates, in Texas, are evidences of the right of the holder to locate and possess a certain number of acres of the public domain, not previously located and patented. They are issued to railroad companies upon their construction of so much of their roads as entitles them to the State grant of lands mentioned in their charters, and in this and in other similar ways, are put in circulation. They then become an article of trade and speculation, their value depending on the state of the market and the knowledge of parties of valuable unlocated lands that are speedily to be developed. The new constitution prohibits any further donation of lands for internal improvements, and certificates for the future will only be granted in pursuance of laws made before its adoption.

One of the most beneficial provisions of the Texas Constitution, is the exemption from forced sale of the homestead of a family, not exceeding two hundred acres of land (not included in any city, town, or village,) or any city, town, or village lot, or lots, not to exceed five thousand dollars in value at the time of their designation as a homestead, and without reference to the value of any improvements thereon. These, however, are liable to forced sale for purchase money due, and unpaid taxes, or labor and materials.

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## IX.

### *SCHOOL FUND, &c.*

When we consider the comparative youth of the State of Texas, its immense expanse of territory, and the sparseness of its population, it will scarcely be expected that as yet we should have a well digested public school system in practical operation. Our law makers, however, have not

lost sight of the necessity of systematic mental culture, and the Legislature of Texas, from time to time, has been of a character making ample provision for this great element of State progress.

After annexation to the United States, a portion of the territory of Texas was ceded to the United States for a consideration of \$10,000,000, a moiety of which was set apart for school purposes. Among the early statutory enactments of the State, we find one donating three leagues of land for school purposes to each county, and another donating four leagues, looking to the same object. with partial provisions for carrying out the details of these laws.

The Constitution of Texas, Article IX, Section 6th, provides that "all the funds, lands, or other property heretofore set apart and appropriated, or that may be hereafter set apart and appropriated, for the support and maintenance of Public Schools, shall constitute the Public School Fund. And all sums of money that may come to this State hereafter, from the sale of any portion of the public domain of the State of Texas, shall also constitute a part of the Public School Fund. And the Legislature shall appropriate all the proceeds resulting from sales of public lands of this State to such Public School Fund. And the Legislature shall set apart, for the benefit of Public Schools, one-fourth of the annual revenue derivable from general taxation; and shall also cause to be levied and collected, an annual poll tax of one dollar, on all male persons in this State, between the ages of twenty-one and sixty years, for the benefit of Public Schools. And said fund and the income derived therefrom, and the taxes herein provided for school purposes, shall be a perpetual fund, to be applied as needed, exclusively for the education of all the scholastic inhabitants of this State; and no law shall ever be made, appropriating such fund for any other use or purpose whatsoever."

Though, as above observed, it has heretofore been found impracticable to adopt and carry out a thorough public school system, still the cause of education has not been entirely

neglected. Schools have been left to the guardianship of the county courts, and private institutions of learning substantially encouraged, and wherever teachers of private schools have furnished instruction to the indigent poor, they have been paid out of the interest on such public school fund due the county. With our magnificent school fund as a basis, with such a large and valuable portion of the public domain set apart for school purposes, and with the proportion of our taxation, which is set apart to increase the school fund, it will readily be perceived that Texas can establish a school system second to none in the country, and that with enlightened legislation, that wished for consummation will soon be effected.

The wisdom of the provision locating school lands in the counties they are intended to benefit, will be the more fully appreciated when the development and increased population of these counties render schools an absolute necessity, and these necessarily enhance the value of the school lands, and increase the amount of the School Fund.

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## X.

### *STATE FAIR OF TEXAS.*

Last May our First Annual State Fair was held in Houston, under the auspices of the Agricultural, Mechanical and Blood Stock Association. It was extremely gratifying to the projectors of the enterprise to find it a success far beyond their most sanguine expectations. Forty thousand visitors witnessed their truly magnificent display of the products of Art, Agriculture and Manufacture. The Association has purchased eighty acres of ground in the city, and these are being prepared for the purposes of a Park and Fair Ground, in a style that will render it second to none in the South. The buildings will be commodious, and the accommodations for machinery, stock, &c., complete.

Within the enclosure there will be a race track of a mile, and this, with other drives and roads, will furnish a three mile drive. The grounds, in charge of a skillful and competent engineer, are being elegantly laid off and planted with shrubbery, and will be made a place of permanent resort.

The next Fair will commence on the 22d of May, and will continue six days. The premium list is large and liberal. Great preparations are being made to make the occasion the most interesting and improving of any that has ever occurred in the Southwest.

The season is the pleasantest in the year, and persons from abroad who wish to visit Texas, should time their trip so as to take the State Fair in it. No such opportunity ever occurs to see the people of Texas, to note their progress in Agriculture, Art and Manufacture; to see what they are doing, and what they are capable of.

The attendance will be large, but Houston will endeavor to accommodate all who come.

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## XI.

### *THE FUTURE GREAT LUMBER MARKET OF TEXAS.*

While referring to the great resources of Texas, her interests, her products, and her openings for trade, perhaps no subject is more entitled to consideration, than the Lumber Trade. Her forests will abundantly supply all her prospective wants, and the deficit of timber, for building and manufacturing purposes in Northwestern and Western Texas, will readily be supplied from the magnificent growths of timber to be found adjacent to and east of Houston. This country will furnish more than enough timber for our own State and part of the adjacent territory, whether required for ordinary building purposes, ship-building, barrel-making or the manufacture of wagons, agricultural implements, &c.

This interest *must* perforce keep pace with the increase of our railroad facilities. With railroads radiating from Houston in all directions, and penetrating all parts of our State, and with the advantage of receiving supplies, whether by rail or water communications, within the very precincts of Houston, this trade must of necessity become an important item in the commercial economy of our State.

Our steamboats, barges, &c., are now built almost exclusively on the Western rivers, at Louisville, Pittsburg, Cincinnati, and other cities, and our railroad coaches are chiefly supplied from sources outside the limits of our State, and yet the material, location, and all the requisites for the construction of all these are ready at our hands, and invite successful speculation. This needs no elucidation. Manufacturers can afford to pay more than the current prices in the east for skilled labor, and this will be more than counterbalanced, and successful competition ensured, by the cheapness of material and the saving in transportation. What we said of the "Big Thicket" in connection with the subject of barrel-making, &c., applies with equal force to the subject of ship and car-building.

No discussion of this subject will prove as satisfactory as a simple consultation of the Map of Texas, noting her present railroads and those in course of construction, observing her water courses, and duly considering what necessities must keep pace with, and follow the construction of her railroads and the navigation of her water courses.

Houston, situated in an intermediate position, with the vast timber lands of Texas east of her parallel, and the vast expanse of country where that timber can and will be utilised west of that parallel, and being already the great railroad centre of Texas withal, must become the great central depot for the lumber trade of Texas. That trade with all others will increase with the progress of our railroads, and for every ten miles further into the interior of the State that the "iron horse" finds his way, millions of feet of lumber will be required to relieve the necessities he has created.

## XII.

## CITY OF HOUSTON.

The City of Houston, the great railroad centre, and once the Capital of the Republic of Texas, is situated at the head of navigation on Buffalo Bayou, 50 miles from the Gulf of Mexico. Its population approximates 15,000, and is increasing rapidly. With Galveston, it shares the trade of more than half of this great State, and the railroads that are now being so rapidly constructed are constantly enlarging its field of resources. For enterprise, intelligence, thrift and wealth, it is not surpassed by any city in the Southwest. As a manufacturing city, it is rapidly increasing in importance. Its advantages in this respect are numerous. Buffalo Bayou and White Oak Bayou, the former running through the city from east to west, furnish water without limit, and the forests adjacent to Houston furnish inexhaustible supplies of cheap fuel. Lumber for all the purposes of manufacture is directly accessible to Houston. We may here state upon the authority of a reliable and experienced mechanical engineer, that the water of Buffalo Bayou is, with one exception, superior to the water of any other stream in the United States for generating steam. The explanation of this is found in the fact that the water of Buffalo Bayou is pure rain water, the bayou being the outlet of a vast surface drainage; and not having its source in any spring, the water is thus free from mineral or saline properties that would tend to impair its efficiency for mechanical purposes.

The laborer or operative can live at Houston at less expense than in any other city of the Union. Rents are very reasonable, and animal food can be had at prices which would seem to scarcely pay for the labor of slaughtering. Beef, of the choicest character, is obtainable in our market at from 2½ to 5 cents per pound, and flour will decrease in price as our products come into the market. Add to this, that our climate is so genial and so uniform that less cloth-

ing, and clothing of a less expensive character, is required than in the countries north of us, and this, to the laborer and operative, will prove an important saving when he estimates his yearly expenses. During the winter he need expend but little for wood and coal, the temperature being so moderate as to render fuel rarely necessary except for purposes of cooking.

During the summer the range of the thermometer averages at least ten degrees lower than about the New York City parallel, a fact that is attributable to our delightful sea breezes, and the laborer pursuing his avocation and shielded from the rays of the sun, is as comfortable as in any other part of the United States, during the hottest of the summer season.

The following railroads now centre in Houston :

The Houston and Texas Central, which will soon tap the great wheat growing districts of Texas, and necessitate the construction of flouring mills, for which the banks of Buffalo Bayou are admirably adapted; the Houston and Great Northern, which penetrates the great timbered regions of Texas and will give us all the oak, cypress, &c., required for manufacturing purposes; the Houston Tap and Brazoria Railroad, readily furnishing us with the product of the sugar plantations; and through connection with that, the Galveston, Houston and San Antonio Railroad, facilitating the transportation of the immense wool product of Western Texas to a ready market; the Texas and New Orleans Railroad, (which will probably soon form a portion of the Chattanooga and New Orleans Railroad, now being rapidly constructed,) linking Houston to the magnificent pineries of the Neches, Sabine and Calcasieu rivers; and the Galveston, Houston and Henderson Railroad, connecting us with the City of Galveston. The lines of railroad now centering in Houston and in operation, extend 500 miles.

The country tapped and to be tapped by these railroads, is unsurpassed in fertility, inexhaustible in resources and increasing rapidly in population.



The water communication of Houston with the sea is through Buffalo Bayou, 36 miles to Galveston Bay; thence through the bay, 25 miles to the Gulf of Mexico. From its mouth to the corporate limits of Houston, the Bayou varies in width from 105 to 600 feet, and a depth of from 9 to 30 feet. From the mouth of the Bayou to the outer bar of Galveston Bay, the water is ample for vessels drawing less than 9 feet, except at Red Fish bar and Clopper's bar. Red Fish bar is about three-quarters of a mile long with about five feet of water, and Clopper's bar extends for about 4 miles, with an average depth of four feet water.

In order to secure to Houston the full benefit of her tide water, a number of her citizens organized the Buffalo Bayou Ship Channel Company, having for its object the opening of a Ship Channel to the Gulf of Mexico. This company has received from the City of Houston a lease of its privileges to collect tolls and wharfages on Buffalo Bayou within the city limits during the period of 50 years. The company has been actively at work for over a year, and has now employed two powerful dredge-boats, with tug-boats, dump-flats and other construction material, and the progress already made gives promise of improved navigation at an early day. In order to avoid the long and tortuous navigation through Clopper's Bar, the company has constructed a canal through Morgan's Point, at the junction of the San Jacinto river with Galveston Bay. Morgan's Point is about four feet above the level of Galveston Bay, and 2,050 feet wide at the point of construction. The first cut of this canal has been completed to a depth of six feet. The work of widening and deepening will be prosecuted with vigor this season, and it is expected that the canal will be opened to trade this fall.

The estimated cost of a 9 feet channel from the Gulf of Mexico to the foot of Main street, Houston, according to the report of a survey made by authority to the City of Houston, is \$760,045; of an 11 feet channel, \$1,109,872, and of a 13 feet channel, \$1,819,720. This estimate includes dredg-

ing bars and the bay, cutting canal through Morgan's Point, widening a portion of Buffalo Bayou above the town of Harrisburg, constructing wharves, &c.

Considering the results that must necessarily follow the completion of this great enterprise, the energetic character of the citizens of Houston engaged in it, and the profits and business advantages that will accrue from its completion, this work will doubtless prove a success. It will bring sea-going vessels 50 miles nearer to the interior, cheapen freights millions annually, and resist the tendency of railroads to carry our products in an easterly direction.

The commerce of Houston is principally carried on through the medium of the Houston Direct Navigation Company, a corporation composed of wealthy citizens of Houston. This company gives through bills of lading to and from New York, Liverpool and other ports. The company owns steamers, tugs, lighters, barges, &c., and vessels from abroad are met off Galveston, and their cargoes transferred direct to Houston.

A wide market, ready transportation, and a convenient source of supply invariably give birth to manufacturing enterprises. These elements of success are most happily grouped together at Houston. Two cotton manufactories—the Houston City Mills and the Eureka Mills—have been already established here. The citizens of Houston have invested more than \$300,000, in gold, in them. Each turns out about 2,500 yards of cotton goods per day, for which they find a ready market. These mills already require enlargement. Both have cotton gins attached, and purchase cotton “in the seed,” paying therefor liberal prices, and affording a ready market for the cotton raised in this immediate vicinity. The demand created by these mills, and the ready market afforded by them for this staple, should materially stimulate the production of cotton in the vicinity of Houston. There are three large Iron Foundries in Houston and one in course of construction. Those in operation

turn out excellent work, and are doing a profitable business. The premium for the best steam engine was awarded at the last State Fair to one of these establishments. There is one Car Factory, turning out an average of three cars per day. Passenger cars are made at this establishment equal in beauty, finish and durability to any made in the United States. We have also several Carriage and Wagon factories. The demand for these articles is large and a ready sale is found for all that can be made. The premium for the best buggy exhibited at the Texas State Fair, in 1870, was awarded to a Houston firm, notwithstanding the fact that the celebrated "Concord" entered into competition. Several large soap and candle factories have been established here. A firm from Chicago has recently embarked largely in this business. Considering how readily tallow and the other articles necessary in this trade can be supplied in this city, there can be no question as to her capacity to successfully compete with any rival in this business; and ere long Houston and all Texas will be entirely independent of northern factories for these articles. The firm alluded to will require, for soap alone, not less than 400 boxes per day, in the construction of which the consumption of lumber will not be inconsiderable.

As an evidence of Houston energy and enterprise, we may notice the *Texas Lumber and Manufacturing Company*, to which a charter has recently been granted, having for its object the purchase of timbered lands in any portion of the State, and erecting saw and shingle mills thereon, as also the establishment of large factories in the City of Houston with a view to general manufacturing, but especially for the construction of railroad cars. This is an enterprise that must commend itself to the public, and one that will doubtless prove successful, as it is in the hands of safe and active business men.

There are two planing mills and door, sash and blind Factories in Houston, and eight Brick Yards. Besides sup-

plying her own market and much of the interior with bricks, millions are annually shipped to Galveston, that city being almost entirely supplied with bricks from the Houston brick yards. In the vicinity several beef packeries have been established. In one of these, during the past season, an average of two hundred beeves per day was slaughtered. Beef is packed in tierces and shipped to the Northern and European markets.

Among the new enterprises of Houston we feel called upon to notice the establishment of Messrs. Clapp, Bridgman & Co., where beef is prepared according to the Lyman process. The finest beeves are selected for slaughter, and as soon as the meat is dressed it is cut from the bone, let down into a vacuum where the air is exhausted, and the meat cooled by its own evaporation down to about 40°. Here, in about five minutes, it is deprived of its animal heat, and more of the ammonia and other filthy products of the normal waste than would escape from it while hanging for as many days in the purest cool air. From the vacuum it is passed to the oven, through which it passes on platforms carried by endless chains, in three to four hours. A brisk current of warm air, 160° to 180°, is kept rising through the oven. The juices from the tiers above flow down upon those below, and no part of the soup-forming element is lost, the whole of the extract being concentrated in the meat. From this, while warm, it is passed through cast-steel cutters, then pressed by machinery into air tight cans and sealed up. It is then placed in boiling water, when the cans are hoisted out and pricked, and the air and steam allowed to escape, then soldered and again kept in boiling water for three or four hours, when the process of preservation is complete. The meat thus preserves all the juices and nutriment, and is either served up warm, or eaten cold as a lunch. It is also ready for use in making mince meat. Cleanliness and neatness are particularly observable in the whole process. The capacity of the establishment is now from twenty-five to thirty beeves per day, which can easily

be increased to one hundred. In addition, this establishment is also manufacturing bone dust and super-phosphates for home consumption and shipment abroad.

Houston is fast becoming a very important cattle market. As soon as its railroad communications with New Orleans are complete, that city can be supplied with Texas beeves, fat and fresh from the prairies, at fifteen hours notice, and the expense of pasturing or fattening after they arrive at their destination avoided. The completion of the Houston and Great Northern Railroad will almost place Texas beeves in the Chicago market at a day's notice.

We have three breweries, in which superior ale and lager beer are manufactured. Though these liquors are imported into the State to a considerable extent, still our local breweries are well supported, and ship their product to various portions of the interior.

There is, also, an extensive candy manufactory, whose trade extends over a great portion of the State.

It is only during the past few years that horticulture has received any particular attention in Texas, but the results already attained clearly attest the fact, that almost every variety of fruit will eventually find a congenial home in our State. Where the pecan, the plum, the cherry, the grape, the strawberry, the currant, and the blackberry grow wild, it is but reasonable to suppose that hybridized varieties will succeed as well, or better by improved systems of culture. We feel assured that the day is not far distant when hybridized grapes of Texas and foreign crosses will be produced in Texas, and Texas will rival the world in fine grapes. From Houston to Red River on the North, and from Nacogdoches to El Paso on the West, the country is full of fine native varieties, introduced and acclimated by the Jesuits one hundred years ago.

At the establishment of Mr. A. Whitaker, Houston, may be seen fruit trees of nearly every description, among others peach, pear, nectarine, and apricot trees of several rare va-

rieties. He cultivates a dozen varieties of cherries, besides English and American walnuts, filberts, chestnuts, and millions of strawberry plants, blackberries, raspberries, gooseberries, and every variety of grapes, whether for the table or for wine. During the very month when, in other countries, everything is being got into winter quarters, in his establishment peas, beans, beets, parsnips, cabbage, spinach, kohlrabi, Brussels sprouts, asparagus, sea-kale, rhubarb, onions, cress, radishes, cauliflowers, turnips, mangel wurtzel, sage, thyme and other seed of minor note, are being sowed for winter and early spring use.

Houston boasts of one of the finest hotels in the Southern country, modern in all its appointments, and fully up to the standard of a first class public house. The Masonic Temple, an imposing structure, is rapidly approaching completion. The Grand Lodge has its annual meeting here in the early part of June of each year. There are three banking institutions in Houston, viz: the First National Bank of Houston, the City Bank of Houston, and the banking house of T. W. House. These banks check on all the principal cities of the United States, and the money centres of Europe. Besides these, the Bayou City Bank, recently chartered, is about to be organized. There are two fire insurance companies in Houston, viz: The Houston Insurance Company, and the Planter's Mutual Insurance Company. They are owned and controlled by the most reliable men in the city, and deserve the patronage of the whole State, of which they are receiving a liberal proportion. There are three daily newspapers published in Houston, viz: the *Telegraph* and the *Times*, Democratic, and the *Union*, Republican. In addition to these, we have the *Texas Baptist Herald* and the *Volksblatt*, both weeklies, and the *Temperance Family Visitor*, a semi-monthly.

There is also, separate from the newspaper establishments, a large job printing office and book bindery—perhaps the best in the State—from which some of the finest specimens

of printing we have ever seen have been turned out, and blank books which compare favorably with any manufactured elsewhere.

Nearly all the Christian denominations have large and handsome churches, and the Israelites are now building an imposing Synagogue. The new Catholic Cathedral, now approaching completion, will be an ornament to the city.

The health of the City of Houston is excellent. Even with the mortality of an occasional epidemic added, it is doubtful if any city in the Union can show a cleaner bill of health. When our railroad communications are complete, and a rigid quarantine can be enforced, epidemics will doubtless disappear.

Gas is used for illumination, an excellent article being furnished by the Houston Gas Light Company. Ice is manufactured in Houston, and is generally preferred to Northern ice.

There are many fine openings for enterprise and capital in Houston. It will support several cotton and woolen mills more than are now in operation, as more than four-fifths of those fabrics, now sold in Houston, are manufactured outside of the State, while the supply of raw material, necessary in their manufacture, constitutes the great bulk of our exports. No better or safer investment of capital could be made than the establishment of a sugar refinery at Houston. The import of refined sugar, during the year 1870, at Galveston alone, amounted to 13,466 barrels. A refinery at Houston could be supplied with Texas sugars to an almost unlimited extent, and the State supplied with manufactured sugar from its own yield, thereby saving the expense of freight on lower grades of sugar to the refineries in other States, and the additional expense of freight on the refined article back to Texas. The great sugar district of Texas is but a short distance from Houston, and is connected with it by two railroads, which are now in active operation. But, if we had not this boundless source of supply, and were obliged to import our unrefined sugars from Louisiana and the West Indies, a sugar refinery in

Houston, (a place so eligibly situated for the shipment of that article, through her railroads in all directions ) could not fail to be a success, as even then she would have the advantage of saving one freight and other incidental expenses. This alone would be a considerable profit, as the freight and insurance on sugar from New York to Houston averages \$1 50 per barrel.

Houston will support a rolling mill and more foundries and machine shops. All the locomotives, trucks and other rolling stock for our railroads could be made here with profit. The Houston and Great Northern Railroad will soon open up the great coal and iron resources of Eastern Texas. It will penetrate Cherokee, one of the counties of Texas rich in iron, and in which iron works are to some extent carried on.

Manufactories of wood and willow ware and brooms would be well sustained. The import of these articles into the State is very large, and Houston presents a fine opening for this trade, even if commenced with a small capital.

As the Central Railroad and its branches will soon tap the great wheat region of Texas, and thus pour millions of bushels of wheat into Houston, flouring mills will be an absolute necessity. There is not a flouring mill in the city at present. Fronts on Buffalo Bayou, most eligibly situated for flouring mills, and directly on the railroads, can be purchased now at very reasonable figures. Every facility for the business is here afforded. By the railroads the wheat can be transported to Houston, placed in the mills on the banks of Buffalo Bayou, by means of elevators, there converted into flour and placed on shipboard, burdened with no expenses for re-handling and drayage. Surrounded with advantages for this trade, Houston must become one of the great flour markets of the world.

The demand for barrels and tierces for the beef packeries as well as for flour is and will be great, and the timber necessary in their construction can be readily supplied from



the fine belts of timber adjacent to Houston. Barrel factories are much needed, and would yield good profits. In the eastern portion of Harris county, on the banks of the San Jacinto river, and in the "Big Thicket," fine white oak timber is to be found in inexhaustible supplies.

We annually export over a million hides, which are partially returned<sup>in</sup> to us in shoes and leather. Texas should be a large leather exporting State, yet there are no tanneries in the State, unless of very insignificant proportions. Trees rich in tannin are found in various portions of the State. The mesquit, which grows in immense quantities west of the Colorado, is said to be richer in tannin than any other tree in the world.

More than one hundred newspapers are published in Texas, yet there is not a paper mill in the State. The patronage of these papers would soon enrich such an establishment. Houston is the best point for such an enterprise, owing to its easy access to every portion of the State.

Manufactories of agricultural implements could not fail to succeed in Houston. No factories of this character exist in the State, except on a very small scale.

The steamboats and barges employed in the trade of Houston have been heretofore furnished by Cincinnati and Louisville. Houston presents an admirable opening for ship-building, live oak and white oak may be had near the city.

All these and kindred enterprises will be welcomed in Houston, and perhaps no better occasion will be found for embarking in them than the present. Lands in Houston and the vicinity thereof can now be obtained at reasonable prices, and as a general thing are not held at prospective valuations. That their prices will advance with the progress of our railroads and the rapid increase of Houston in wealth and population, are but reasonable predictions.

## XIII.

## HARRIS COUNTY.

This is one of the very best counties of Texas. Others may be richer in lands, and offer a more diversified and beautiful scenery, but these are more than counterbalanced by the many other advantages possessed by Harris county. The immigrant, whether his aim be to engage in the cultivation of the soil, or commerce, or manufactures, should not pass it by without considering the advantages offered by it.

*There is no portion of the county more than fifteen miles from either navigable water or railroads, hence, whatever is produced for sale is conveyed to market with little expense.*

Harris county lies principally between  $29\frac{1}{2}^{\circ}$  and  $30^{\circ}$  latitude, and  $18^{\circ}$  and  $19^{\circ}$  longitude. It is in the very heart of the most productive and populous region of Texas. Its area is about 1840 square miles, and is an inclined plane, sloping to the Gulf or Galveston Bay, giving complete drainage, so that no swamps are found within its limits.

On the south it is washed by Galveston Bay, and the navigable waters of Buffalo Bayou and San Jacinto river flow through it—the first through the centre of the county, mostly west to east, and the other through its entire eastern portion.

There are also numerous large creeks and bayous flowing through every portion of the county. Spring Creek, Clear Creek, and Cypress Creek, particularly, are large, fine, bold-running streams of beautifully clear water, capable of turning an immense amount of machinery.

About one-sixth of this county, perhaps 300 square miles, is covered with timber; the growth being pine, oak, hickory, pecan, magnolia, cypress, cedar, elm, and many other varieties of timber. The banks of the streams are generally well timbered, and the prairies are dotted with islands, or mounds of timber.

The soils of the "bottoms" is a deep alluvion, except

near Galveston Bay, where it is a rich and very productive sandy loam.

The soil of the prairies is less fertile, but improves by cultivation without the application of fertilizers. Each crop produced upon these lands is an improvement on the one preceding it.

The reason of this is that these lands, in their primitive condition, are generally of a stiff nature, and are cold, hard and cloddy when first turned up by the plow. Exposure to the sun and atmosphere softens the texture, renders them porous, and the decay of vegetable matter turned under increases their fertility—so that what was at first an ungenerous soil, becomes in a few years a warm and most productive one, always amply repaying the tiller for his trouble.

These lands also have a remarkable resistance to drouth. When deeply turned up in the winter, the severest drouth does not much affect the yield. Cotton, particularly, scarcely feels it at all.

The soil of the pine lands is light, except immediately on the water courses, but having a subsoil of clay, from six inches to two feet under the surface, they improve greatly with proper cultivation. They have their advantage in their easy tillage, and in good or average seasons, always yield profitable crops of cotton, corn, potatoes, &c.

The southern portion of the county, bordering on San Jacinto and Galveston Bays, is an exceedingly desirable country. Indeed, we know of no locality that is more inviting. Its climate is almost perpetual spring. The soil is easy of cultivation, rich and productive.

Fish and oysters abound, and in winter the waters swarm with wild fowl. Society is excellent; the people generally highly intelligent and in comfortable circumstances. Considering the excellence of the soil, climate, and society in this portion of Harris county, it is believed that before many years it will be thickly settled.

## BUFFALO BAYOU LANDS.

This stream flows nearly through the centre of the county from West to East. It is the most important navigable stream in Texas. The banks are heavily timbered nearly to its mouth. The soil along its whole course, with the exception of a poor spot here and there, where there is too much sand, is rich and exceedingly productive.

It is the paradise of the small farmer and market gardener, on account of the productiveness of the soil and the ease with which its products may be conveyed to market.

The genial climate enabling him to have growing crops of some sort yielding their fruits all the year round.

Irish potatoes produce two crops a year on the same land—the first planted in January or February, and the second in August or September. The same may be said of several other vegetables, and many varieties may be had on the table fresh from the garden, every day of the year.

Another source of profit to the dweller or settler along the Bayou, is the sale of wood for fuel to the steamers constantly passing his place, and furnishing it to the Galveston and Houston markets. This trade and the profits on timbered lands purchased *now*, must increase with the increased navigation of Galveston Bay and Buffalo Bayou.

No country offers more inducements to the small farmer. We can indicate several families, who, starting without capital, have become independent in a few years by small farming and gardening. Proximity to markets is the explanation of their success.

An acquaintance of ours purchased last year 1000 acres of land on the Bayou, with some improvements. Early in the spring he planted ten acres in Irish potatoes. This crop alone netted him \$1200 in gold. His second crop netted over \$500. He planted in August five acres in turnips, and from these realized \$1000! Himself and two young sons did all the work.

The location of these lands, independent of their agri-

cultural advantages, must occasion their rapid increase in value.

Buffalo Bayou, on both sides, will, before the lapse of many years, be lined with manufacturing establishments, flouring mills, cotton and woolen mills, beef packeries, &c., and the whole Bayou front, from Houston to Harrisburg, a distance of nearly seven and a half miles, will be required for wharves to accommodate the trade of the immense empire we are fast becoming.

This is no vague, hap-hazard prediction. We are justified in by the fact that the germ of these enterprises has already been successfully planted, and is rapidly developing. Manufactures of the character above indicated are already an established fact in this locality, and their number and variety is constantly on the increase.

If Houston and Texas continue to move forward in the scale of progress as rapidly as during the last decade—unfavorable as that decade has been—not the life of one generation will pass away before this will be verified.

Health is good all along the Bayou, as it is everywhere in Harris county.

#### PRODUCTS OF SOIL.

Nearly every product of Texas can be raised in Harris county. Rye, oats and barley do well, though neither is much cultivated. The yield of barley may be estimated at 50 bushels to the acre. The great staples, corn and cotton yield well in every portion of the county, except the poorest, pine lands.

The yield of corn ranges all the way from 15 to 50 bushels according to soil and cultivation. Thirty bushels may be given as the average, with rather a loose habit of cultivation.

Cotton, in favorable seasons, may be depended upon for very nearly or quite a bale of 500 lbs to the acre.

Cotton raised in Harris county can be readily sold at the

mills in Houston, where it commands good prices in the seed. It is preferred by the manufacturers in this condition. This is especially advantageous to the small farmers, who can commence to realize his receipts from his crops as early as July, and is moreover saved the expenditure necessary to the erection of a gin-house, or the tax incident to ginning. One days' picking can be converted into cash on the next, and all commissions, expenses of storage, &c., saved to the producer.

#### SEA ISLAND COTTON

Is cultivated with great success along the bays, and there is little doubt that it would do almost equally as well in any portion of Harris county suitable to the growth of upland cotton. Cotton of this variety, raised in Harris county, sold in Liverpool last year, at 48d to 55d, or 96c. to \$1 10 per pound.

All varieties of garden vegetables do well in Harris county.

The farming season embraces almost the entire year. Planting for field crops begins the last of January or first of February, and vegetation is seldom checked by frost until late in November. The first frost of 1870 came on the 18th November.

For flowers, we do not think there is a country in the world that can surpass Texas, and particularly this portion of it.

All the fruits that we have named elsewhere succeed to perfection in Harris county. The orange needs protection until it is three years old, when it is able to take care of itself.

#### PRICE OF LANDS OF HARRIS COUNTY.

Lands fronting on Buffalo Bayou, below Harrisburg, are held at an average of \$5 per acre—some more, some less, according to location, improvement, &c. Between Houston and Harrisburg they range from \$20 to \$50. In all other

portions of the county they can be bought at a dollar to five dollars per acre.

The rural population of Harris county number about 8000, less than five to the square mile. About three-fourths are Americans from every State in the Union, mostly the Southern States, and the balance are principally Germans. Every neighborhood has its school house, and churches are numerous.

The principal market for the products of Harris county is Houston, the county seat, and great railroad centre of Texas.

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#### XIV.

#### *SOCIETY IN TEXAS.*

So much misapprehension exists in various quarters, as to the state of society in Texas, that we feel that the subject merits attention at our hands, and in lieu of argument and discussion, we prefer rather to appeal at once to the candor and common sense of the reader, asking him to view these unpleasant reflections on our people in connection with a consideration of our immense expanse of territory, the progress we are making in the development of our resources, the yield from our agricultural and stock raising interest, and more than all, the fact that our exports average fifty dollars per annum, for every human being in the State, and then to answer for himself the question, whether these are the characteristics of a lawless people, and whether thrift, industry, progress, and enterprise are ever found associated with a disregard of the ordinances of society.

We are prepared to say that the society of Texas is not behind the standard of excellence of the other States of our country, and that the rights of person and of property are as well respected, and the amenities of social life are as fully observed. Crime is of as rare occurrence with us as with the other States, and some of the most revolting crimes,

that are found on the criminal calendars of other States, never stain the dockets of our courts. Outrage, arson, forgery, swindling, and malicious mischief, rarely occur in Texas.

It is true, that in some of the very remote and sparsely settled districts, what is popularly known as "mob-law," may sometimes crop out. But, in this connection, we must consider that the scarcity of population renders an adequate police system impracticable, and that the victims of this violence are almost invariably men, who, by their crimes, have put themselves outside the pale of society, which for its own preservation, evolves a kind of justice, "rough hewn" though it be. Moreover, the fullest respect for constituted authority could hardly be expected of a people who have had as many mutations in government, as Texans have had during the past history of their State. We submit, however, that even if a considerable portion of the people of Texas were not law-abiding, in conduct and character, their influence would speedily be checked by our progress, development and swelling tide of immigration, which always necessarily ensure a due regard for security, protection and morality.

The immigrants to Texas, from our own country, have almost invariably been men of industrious habits, good morals, and above the average in intelligence, while our foreign immigration has been drawn exclusively from the classes always accustomed to labor, and therefore inexperienced in vice and crime. Such is the class of people with which Texas was, and is being populated, and instead of making Texas an asylum and a sanctuary for the lawless and vicious, their influences are advancing Texas to the very highest standard progress, refinement and elegance.

This is abundantly evidenced in our rural districts, but the most convincing proof of it is our larger municipalities, which for peace and quiet, a due regard for religion and education, and cultivation of literary and other refined tastes, are second to no cities of the United States.



## XV.

*CAPITAL AND LABOR.*

In our previous chapters we have had frequent occasion to allude to the fertility of our soil, and the geniality of our climate, coupled with the almost illimitable resources of Texas, and these, we think are ample evidences of the fact that our State is second to no other country in the inducements it offers to labor and capital. When we consider that even with our present inefficient system of intercommunication, our exports give an average of fifty dollars per annum for every inhabitant of the State, the productive capacity of Texas, and the desirability of its products are but feebly estimated. Our staples are of a character that command ready sale in the markets of the world, and the comparative proximity of our seaboard to our producing districts will give such substantial encouragement to manufacturers, by enabling them to avoid heavy freights, both on raw material and manufactured commodities, that we may soon hope to become an almost entirely independent community, with the balance of trade largely in our favor, and with the product of our manufactures and agriculture rapidly enriching our State.

This prediction is abundantly justified by our past history, our present statistics, a comparison of our square miles of area with our population, and a glance at our railroad enterprises now in operation. Of the latter, we may incidentally remark, that, gigantic as they may seem at first view, their proportions decrease when compared with the territory of Texas awaiting development, and we may confidently expect a net-work of railroads in Texas as closely knit as those of any of the older States, and with at least as full a support from the country and interests sustaining them.

Details of the special branches of industry and the particular openings for capital are given to some extent in a previous article, under the head of the "City of Houston,"

and, we may observe, that what was said in that connection in reference to the special advantages or our rail centre for manufactures, will also apply to many other portions of Texas.

Two years devoted to agriculture, and availing himself of our liberal land laws, will secure to the emigrant a good home, land, stock and everything necessary to smooth his pathway through life, and place him fully in the current of our tide of State progress. Lands are obtainable on the most favorable terms. To emigrants coming in considerable numbers, and from the same localities, as is frequently the case, the inducements offered are not to be overlooked. Density of population always increases the value of lands, and emigrants, coming thus in communities, could forego the advantages of neighborhoods already thickly settled, purchase lands in sections more sparsely settled, and of course at cheaper rates, and create a neighborhood and society for themselves, (thus at once increasing the value of their lands ten-fold,) and enjoy among themselves the advantage of an interchange of their products from the various fields of industry. This is no vague assertion, but one the practical realization of which has been frequently witnessed in Texas.

The prudent capitalist can find no more secure and profitable investments than Texas offers. The securities are of the most substantial kind; real estate, railroad bonds and enterprises whose character ensures their success, while the liberal statutes of our State allow ten per cent. per annum, by special agreement. Besides these, timbered lands can now be bought for a small fraction of the value of the timber standing upon them; lands adapted to the cultivation of sugar can be had at one fourth of the prices obtained for them before the war, while cotton lands can be had in all portions for a price not exceeding the net profit on a single crop.

Real estate, at prices not in excess of its actual valuation, and with its rapid increase in value, insured beyond all haz

ard, has always been viewed as a most desirable security for capital, and this class of investment Texas offers to the fullest extent.

Industrious and reliable mechanics and laborers can find no such encouragement elsewhere as Texas offers. They are needed in our factories and workshops, on our railroads, in our sugar, cotton, corn and wheat fields, in our stock regions, and many other fields for occupation are open to them. Their wages are higher than in other localities, they are paid in gold, and their savings can be invested more advantageously, and withal the expenses of living are less than in other sections.

Manufactures furnish one of the most excellent fields for investment in Texas. We produce the great substantial of trade, cotton, wool, hides, sugar, wheat, beef and pork, and yet our demand for these articles, after they have gone through the ordinary manufacturing processes, is supplied chiefly by importation to our State. As above stated, considering how thoroughly any manufacturing enterprise, devoted to either of the above products would be sustained, and the profits that would be insured to the manufacturer, while liberal compensation to the operative is guaranteed, capital can find no more secure locality for investment than in manufactures in Texas. Our State should not only manufacture all that she requires for home consumption, but have a large surplus for exportation.

Nearly everything necessary in the construction of railroads could be made with profit in Texas. We have, to-day, thousands of miles of railroads in course of construction, the material for which abounds in our State, and yet we have no locomotive works or rolling mills, and but few car factories in the State. The abundance of coal and iron in the State, and the necessary demands of our railroads furnish every inducement for capital and labor.

What we want then, in Texas, is capital and labor. We offer an abundant yield for both. Our people are eminently progressive and industrious, our own capital is kept constantly employed in some of the multifarious enterprises demanding constant attention at our hands, but it is insignificant when compared with the requirements of our rich and expansive country.

## Rates of Fare, Time and Distances,

*From Prominent Points of the North, East and West, to  
Houston, Texas.*

CITIES.	Rates of Fare.	Time. H. M.	Dist. M's.
From Albany, New York, to Houston, Texas.....	\$73 15	108	1,922
" Boston, Mass. " " " " .....	74 50	117	2,123
" Baltimore, Md. " " " " .....	64 15	102	1,707
" Chattanooga, Tenn. " " " " .....	49 30	63	982
" Cincinnati, Ohio, " " " " .....	54 93	73	1,190
" Cleveland, Ohio, " " " " .....	62 58	90	1,448
" Columbus, Ohio, " " " " .....	58 50	77	1,319
" Chicago, Ill. " " " " .....	54 70	76	1,261
" Detroit, Mich. " " " " .....	62 35	94-50	1,457
" Harrisburg, Pa. " " " " .....	73 69	94	1,752
" Indianapolis, Ind. " " " " .....	55 60	78-30	1,191
" La Crosse, Wis. " " " " .....	64 92	97-15	1,523
" Louisville, Ky. " " " " .....	50 88	68	1,093
" Montreal, Can. " " " " .....	74 95	116-55	2,068
" Memphis, Tenn. " " " " .....	36 70	49-20	725
" New York City. " " " " .....	70 00	103-30	2,022
" Niagara Falls, N. Y. " " " " .....	48 27	100	1,614
" Nashville, Tenn. " " " " .....	70 30	60	1,028
" Philadelphia, Pa. " " " " .....	70 30	90	1,859
" Pittsburg, Pa. " " " " .....	64 83	85	1,504
" Peoria, Ill. " " " " .....	55 60	.....	1,285
" Quebec, Can. " " " " .....	79 45	127-25	2,240
" Quincy, Ill. " " " " .....	56 28	.....	1,396
" Richmond, Va. " " " " .....	64 15	.....	1,571
" Springfield, Ill. " " " " .....	53 58	72-25	897
" St. Louis, Mo. " " " " .....	49 30	68	1,063
" Selma, Ala. " " " " .....	36 48	.....	717
" Vicksburg, Miss. " " " " .....	29 50	42	558
" Wheeling, Va. " " " " .....	62 94	84	1,447
" Washington, D. C. " " " " .....	63 35	83	1,832

The above table of Fares, Time and Distances is based upon the present route of travel, from various points in the States to New Orleans; thence, by rail to Berwick's Bay; thence, by steamer to Galveston, and rail to Houston. It is expected that by the 1st of January, 1872, the New Orleans, Chattanooga and Mobile Railroad will be completed to Houston, which will materially reduce the time, fare and distance.

The completion of the H. and G. N. R. R. to the line of the International will reduce the distance and time from Houston to Chicago to about the same as from New Orleans, and thereby place Houston in about the same proximity to the West and North as New Orleans is now.

## DISTANCES

## From Houston to Different Points in Texas,

Houston, via	G. H. and S. A. R. R.	to Columbus...	80
"	"	" and Stage	Hallettsville. 100
"	"	"	Clinton..... 114
"	"	"	Gonzales..... 145
"	"	"	Seguin..... 185
"	"	"	San Antonio.. 215
"	"	"	Castroville... 240
"	"	"	Uvalde..... 325
"	"	"	Eagle Pass... 362
"	"	"	Pt. Clark..... 335
"	"	"	El Paso..... 875
"	H. T. & B. R. R.	"	Arcola..... 12
"	"	"	Sandy Point.. 20
"	"	"	Chenango... 30
"	"	"	Oyster Creek.. 35
"	"	"	Columbia..... 50
"	"	and Stage	Brazoria..... 60
"	"	"	Matagorda..... 80
"	"	"	Indianola..... 110
"	"	"	Lavaca..... 115
"	"	"	Victoria..... 130
"	"	"	Goliad..... 155
"	"	"	Corpus Christi 105
"	"	"	San Patricio... 205
"	"	"	Brownsville... 310
"	"	"	Rio Grande C'y 330
"	"	"	Laredo..... 330
"	H. and G. N. R. R.	"	Spring Creek.. 25
"	"	"	Danville..... 55
"	"	"	Trinity..... 80
"	"	and Stage	Huntsville.... 75
"	"	"	Crockett..... 105
"	"	"	Rusk..... 140
"	"	"	Palestine..... 135
"	"	"	Tyler..... 168
"	"	"	Quitman..... 195
"	"	"	Marshall..... 230
"	"	"	Mt. Pleasant.. 226
"	"	"	Clarksville.... 256
"	"	"	Fulton, Ark... 320
"	T. and N. O. R. R.	"	Liberty..... 45
"	"	"	Beaumont .... 95
"	"	"	Orange..... 112
"	"	and Stage	Woodville..... 157
"	"	"	Jasper..... 172
"	"	"	Burkville..... 182
"	"	"	San Augustine 212
"	"	"	Shelby..... 222
"	G. H. and H. R. R.	"	Harrisburg..... 5
"	"	"	Summit..... 10
"	"	"	Clear Creek.... 25
"	"	"	Dickson's Bayou 32
"	"	"	Highland..... 35
"	"	"	Galveston..... 50



**WM. BRADY,**  
**REAL ESTATE BROKER,**  
**HOUSTON, TEXAS,**

Offers for sale the following property :

**CITY OF HOUSTON—*North side of Buffalo Bayou.***

Lots No. 6 and 7, in Block 37, with improvements, consisting of a two story dwelling house, kitchen, servants' and carriage house, and stables.

2 lots on the N. W. corner of block No. 3, fronting on Third street, with two cottage houses thereon.

Block No. 3, on Liberty street.

3 Blocks, Nos 1, 2 and 3, of Forsgard's addition.

50 Blocks in Ryon's addition.

2 Acres in Chapman's addition, near machine shop of Texas and New Orleans Railroad.

10 Acres between the Texas and New Orleans Railroad and Buffalo Bayou.

**CITY OF HOUSTON—*South side of Buffalo Bayou.***

4 Acres in the Fourth Ward, with a two story dwelling house, stable and outhouses, known as the Ammerman place.

Valuable property corner Main and Commerce streets.

Four lots, improved by a two story dwelling house and kitchen, desirably situated.

Block, No. 441, with improvements consisting of a two story dwelling house and other outhouses.

Several 10 acre lots in the southern limits of the city.

Three lots in Block 367, with dwelling house and other outhouses.

A half of a Block with dwelling house, containing six rooms, and other outhouses, very convenient to the business portion of the city.

Blocks Nos. 342, 394, in the Third Ward.

Blocks Nos. 198, 483, 216, 227, 522, 515 and 229, of the Wells addition.

One lot in Block 19, fronting on Travis street, improved.

One lot with improvements, in Block No. 50, corner of Preston and Labranch streets.

One-fourth of a block with improvements, corner of Capital and Hamilton streets.

3 Lots, Nos 8, 9 and 10, in block No. 140, with improvements, west of Main street, corner of McKinney and Travis streets.

Block No. 286.

Block No. 3, Factory addition.

## HARRIS COUNTY.

1000 acres out of the A. C. Runnel's survey, five miles from the City of Houston.

50 acres on Bray's Bayou, near the City of Houston, timbered.

320 acres out of the John Marks survey, on Green's Bayou.

461 acres out of the J. L. Wheeten survey, on Buffalo Bayou.

57 acres out of W. L. Black's survey, on Hunting Bayou, timbered.

One-third of a league, and one-third of a labor, (1535 acres) out of the Wm. White survey, situated on Spring Creek, all well timbered, desirably located for a saw mill.

480 acres of good farming land, situated on Cypress Creek, out of the W. K. Hamblin survey, on the Houston and Texas Central Railroad.

150 acres, with a fine two story dwelling house of 8 rooms, and all necessary outhouses, 50 acres in cultivation, situated on Galveston Bay, and very well adapted to the growth of Sea Island cotton.

500 acres on the west bank of Buffalo Bayou, thirty acres in cultivation, three miles from Lynchburg.

1476 acres out of Amy White's survey, on San Jacinto river, 6 miles above Lynchburg, fronting six miles on the river, heavily timbered with pine, white oak and cypress. One of the best timbered tracts in Harris county.

1476 acres on Spring Creek, known as the Fisher tract, well timbered, near the line of the H. & G. N. Railroad, and all good farming land.

200 acres with improvements, partly in cultivation, near the city of Houston, desirable locality for a market and dairy farm.



1500 acres out of the John Brown survey, on Buffalo Bayou, opposite Constitution Bend, fronting over a mile on the bayou, about one-half timbered—40 acres in cultivation, and nearly all good farming land.

2214 acres, being the lower half of the Rankin league, on the west side of San Jacinto river, heavily timbered with white oak, pine and cypress.

640 acres of D. D. Culp's survey, on the west side of San Jacinto river, joining the Whitlock league.

925 acres of the tract of Karcher and Everett, original patentees, situated on Green's Bayou, and well timbered.

2000 Acres on Hall's Bayou, 6 miles from Houston, timbered and good farming land, with some improvements.

1476 Acres, being the headright of Charles Hoffman, on the west bank of Cypress Creek, 15 miles from Houston, heavily timbered, and good farming land.

400 Acres improved, situated on Morgan's Point, being the late residence of Col. James Morgan. This is one of the most desirable locations on Galveston Bay, both northern and tropical fruits do well on this land.

One League, (4428 acres) being a part of three leagues granted Victor Blanco, situated on the west bank of the San Jacinto river, well timbered, and near the line of the Texas and New Orleans Railroad.

100 Acres out of the A. C. Runnel survey, situated 4 miles west of the City of Houston.

788 Acres out of the E. Giles survey, between Cypress and Spring Creeks, well timbered, and near the line of the Houston and Great Northern Railroad.

200 Acres, situated on San Jacinto Bay, good soil and well timbered.

1214 Acres out of the upper part, lower half of the Whitlock league, fronting east side San Jacinto river, well timbered, and 4 miles from the Texas and New Orleans Railroad.

200 Acres good prairie land, situated 2 miles from Davis' landing, San Jacinto bay.

600 Acres fronting San Jacinto Bay, easily enclosed, very superior soil, and one of the most delightful locations in the State.

#### FORT BEND COUNTY.

470 acres near Pittsville, out of the Noel & Roberts original grant.

376 acres, eight miles below Richmond, and  $4\frac{1}{2}$  miles from Stafford's Point, part of the Henry Jones plantation, front-

ing 500 feet on the Brazos river; 78 acres in cultivation and 200 acres heavily timbered.

500 acres on the west bank of Brazos river, known as the John Mitchell place, about 8 miles above Richmond, fine farming land and well improved.

657 acres, about  $1\frac{1}{2}$  miles from Arcola station, out of the David Fitzgerald league, 100 acres in cultivation, 300 acres of fine timber land, improvements good.

### WASHINGTON COUNTY.

Desirable farm containing 225 acres, with an elegant dwelling house, carriage house, stables, smoke house, cistern, wells, &c., all finely finished, (H. B. Jones' place,) situated near Burton, about  $1\frac{1}{2}$  miles from the depot, and well timbered with post-oak and cedar. The soil is very rich, equal to the Brazos bottom land. With the above will be sold a stock of cattle, mules, farming utensils, &c., sufficient for carrying on the place.

Also, a store house in Burton.

Especial attention is called to the above advertisement. The place will be sold cheap. It is situated in a desirable part of Washington county, one of the finest counties in the State.

100 acres of fine farming land on the west side of the Brazos river, near the Western Branch Railroad.

### BRAZORIA COUNTY.

1000 acres on Oyster Creek, heavily timbered land, 130 acres of which are in cultivation, about 40 miles from city of Houston, and on the H. T. & B. Railroad.

560 acres on Walnut Creek, partly timbered.

800 Acres fronting Cedar Bayou, near Galveston bay.

A fine cotton or sugar plantation adjoining the town of Columbia, with improvements consisting of dwelling house, gin house, cotton press, &c., &c., fronting on the Brazos river, all good alluvial bottom lands.

### MONTGOMERY COUNTY.

23,000 acres out of Jose Maria de la Garza 11 League grant, partly in Montgomery, Walker and San Jacinto counties. This tract is nearly all good farming land, consisting in part of sandy loam, upland, and rich, alluvial bottoms, and all well watered.

Three-fourths of said tract is heavily timbered with pine, white oak, red and post oak, black walnut, cypress, ash &c.

That portion of this grant now under cultivation, some 8000 acres, yields good crops of corn, cotton, sugar cane, barley, oats, &c. Average yield of cotton one bale per acre, and 35 bushels corn. This tract is also well adapted to the culture of fruits, such as apples, peaches, pears, grapes, &c.

The beautiful village of Waverly is situated on this grant, and is remarkably healthy and noted for fine society, schools, &c. The markets for this section are Houston and Galveston; they can be reached in from three to four hours by the H. & G. N. Railroad, which will be completed to a point near the western part of this grant by the first of July next.

640 acres of the W. B. Jackson survey, land well adapted for farming, situated on San Jacinto river, and is well timbered.

640 acres of the Barkley survey, well timbered, and situated on the San Jacinto River.

4423 acres, A. Hodges' headright, all timber.

2800 acres, situated nine miles N. W. from the town of Montgomery, on Big Lake Creek.

1250 acres out of the Cyrus Weekson survey.

1300 acres out of the J. O. Rockwell survey.

4200 acres out of the T. J. Nichols survey.

640 acres out of the L. Gross survey, heavily timbered.

1280 acres, being the A. McRae headright, situated on Peach Creek, heavily timbered and good farming land.

1476 acres, out of the John Bricker grant, situated on the east bank of the San Jacinto river, well timbered.

## NAVARRO COUNTY.

640 acres on the waters of Richland Creek about 14 miles south-west from Corsicana.

640 acres, originally granted to James Converse, situated on the waters of Chambers' Creek, about 10½ miles south-east of the town of Corsicana.

640 acres of land on Chambers Creek, in Navarro county, adjoining Mrs. Lockhart.

## BRAZOS COUNTY.

2240 acres of timber land, in Brazos county, near Milligan, headright of S. D. Smith.

## BOSQUE COUNTY.

320 acres near the west bank of Bosque River, about 24½ miles above Water.

853 acres, being the Southern portion of a tract granted by the State of Texas to heirs of Wm. Pavin.

660 acres of land on the waters of Bosque Creek, near Meridian.

## PALO PINTO COUNTY.

680 acres of land on Palo Pinto Creek.

## ERATH COUNTY.

540 acres, 8 miles south of Stephenville near the Bosque river.

640 acres on the waters of the Poluxy, a tributary of the Brazos.

320 acres of land near Stephenville.

## ATASCOSA COUNTY.

2400 acres, originally granted to Reynolds, about 43 miles south-west of the city of San Antonio.

## BELL COUNTY.

570 acres of land, located in Bell county, on little Elm Creek, being part of the Hermin League.

## McLENNAN COUNTY.

One league and one labor about 12 miles from Waco, patented to the heirs of Oliver Gorman. (4,598 acres.)

## HOUSTON, LEON AND MADISON COUNTIES.

11 Leagues, 48708 acres, situated in the counties of Houston, Madison and Leon, on both sides Trinity river, between the International Railroad and Houston and Great Northern Railroad, about 15 miles distant from each. This land is well timbered and the most desirable farming land in this section of country, and presents great inducements for a colony. It will be sold in a body, or in tracts to suit.

## LIMESTONE COUNTY.

640 acres of land situated on the waters of Duck Creek, being the tract patented to the heirs of John M. Hooper.

## WOOD COUNTY.

427 acres of land out of the Jacob Crawford grant.  
1280 acres of land granted to Jacob Crawford.

## BEXAR COUNTY.

734 acres, originally being part of the headright of R. Burhen,

## DEWITT COUNTY.

2700 acres out of the James Turner League, situated on San Antonio road, on Collette river—good farming land, well timbered, and in a well settled locality. The road from Victoria to San Antonio passes through this tract.

## WALKER COUNTY.

2400 acres, north part of L. D. Allen's survey.  
640 acres out of the S. Groon survey.  
86 acres out of the S. Fulton survey.  
One-third of a league of Washington I. Knight's survey. (1476 acres.)

## POLK COUNTY.

83 acres out of the Marshall Holcomb survey.

## JEFFERSON COUNTY.

320 acres, out of the Thomas McKinney grant, on the line of the Texas and New Orleans Railroad.

## HARDIN COUNTY.

3600 acres, well timbered land, on Turkey Creek, a portion of the tract being in Tyler county.

## HOUSTON COUNTY.

274 acres out of the Charles Edwards survey.

320 acres out of the John Forbes survey.

520 acres, 120 acres improved, good dwelling house, gin house, stables, &c., 16 miles S. E. of Huntsville, near the line of the Houston and Great Northern Railroad.

## GRIMES COUNTY.

177 acres, Piedmont Springs, 6½ miles from Milliean, with fine improvements.

## GALVESTON COUNTY.

Two-thirds of a league, 2952 acres, on Hall's Bayou, partly in Galveston and Brazoria counties, patented to Asa Brigham.

960 acres on Bolivar Peninsular, 20 miles N. E. from the City of Galveston, good sea island cotton land.

For further particulars, terms, &c., in reference to any of the above described lands, parties desirous of purchasing will make application to the undersigned. Maps of nearly every county in the State can be found at his office. Correspondence respectfully solicited with persons desirous of buying or selling lands, and all communications will receive immediate attention. Address

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*Houston, Texas.*

OFFICE—*Franklin Street, opposite the Hutchins House.*

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**C. S. LONGCOPE, Secretary.**

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
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At the head of navigation, on Buffalo Bayou, to Preston, in Grayson county, on the Northern boundary of Texas, with a branch extending to Austin, the Capital of the State, is now in operation from Houston to Groesbeeck, 170 miles, on the main line, and from Houston to Giddings, 100 miles, on the Western or Austin Division.

Runs two daily Passenger Trains over the main line, and one Passenger Train over the Western Division, both ways, making close connection with all other lines of transportation. Connecting at

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Freight Trains run at all hours of the day, between all points of the road, according to the business of the season.

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
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In offering to the public our advantages, we desire to state that we have an A No. 1 Tyler's Patent Steam Press in successful operation, which we desire to keep constantly employed. For this purpose, we solicit consignments of Cotton for shipment to any Foreign or Domestic Port; the charge of compressing being paid by the vessel, there will be no charge for receiving or forwarding; our main object is to obtain the compress. All Cotton consigned to our care by the Houston and Texas Central Railway will be received free of drayage, and from our location, we possess facilities to ship by the Houston Direct Navigation Company, free of drayage, thereby saving an expense and the subsequent wear and tear of handling. In the event of an unavoidable delay, all consignments in our care will be sheltered from the weather.

The business will be conducted on the principles of strict economy and honesty, with a view to facilitate the forwarding of the crops with the smallest possible expense to shippers.

Parties sending us consignments for shipment, are requested to be explicit in their instructions, and it will receive prompt attention at our hands.

**A. A. SZABO, Superintendent.**

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Few of our Merchants, much less the consumers of Soap, have any correct idea of the immense amount imported into Texas from foreign cities. It is upwards of **40,000,000** pounds per annum, at an average cost of eight cents per pound. Is there any reason, we ask you, why the State of Texas should import this large amount, and pay to other cities \$3,200,000 per annum, when the principal ingredient, Tallow, is furnished here cheaper than in any other State in the Union? Resin, Soda, &c., can be delivered in Houston as cheap as in New York, Philadelphia or New Orleans, and cheaper than Cincinnati, St. Louis or Chicago; and, owing to the high price of Tallow, manufacturers in other cities are compelled to use certain ingredients as a substitute for Tallow, which is injurious to a large per cent. of the Soaps now sold by the merchants. Knowing this to be the case, we, being practical Soap manufacturers, have erected a **LARGE FACTORY** in this city, capable of furnishing a large portion of the trade of Texas, and with a capacity of **24,000** pounds per day. We will supply a good article, and at such prices as will defy competition. Believing that we will be sustained, and hoping that the Trade will encourage its home manufactories, we most respectfully solicit a share of your orders, which will meet with prompt attention.

**SMITH, MACATEE & CO.,**

Proprietors, No. 23, Main Street, Houston.

Houston, February 14th, 1871.

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## INDORSEMENTS.

Houston, December 27th, 1870.

We, the undersigned, Merchants and Dealers of the City of Houston, having sold or used the **EXCELSIOR SOAP**, manufactured by Gohmann & Co., take pleasure in recommending it to dealers and consumers, believing it to be equal, if not superior, to any imported or sold in our market:

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**LUMBER TO ORDER.**

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All enquiries promptly answered, and bills filled  
that are accompanied with the Cash.

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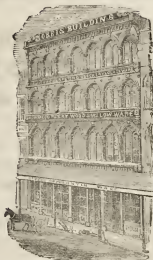
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